

2009 LEMOORE GENERAL PLAN ANNUAL PROGRESS REPORT

IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
LAND USE ELEMENT			
LU-G-1: Promote a sustainable, balanced land use pattern that satisfies existing needs and safeguards future needs of the City.			
LU-G-2: Maintain a well-defined compact urban form, with a defined urban growth boundary and development intensities on land designated for urban uses.			
LU-G-3: Ensure that new development provides for infrastructure, schools, parks, neighborhood shops, and community facilities in close proximity to residents.			
LU-I-1: Establish an Urban Growth Boundary (UGB) in the General Plan Land Use Diagram that limits the extent of urban development up to the year 2030.	Planning Dept.	2008	-Completed with adoption of the 2030 General Plan on May 6, 2008
LU-I-2: Seek LAFCO approval of a Sphere of Influence (SOI) line that is co-terminus with the General Plan Urban Growth Boundary.	Planning Dept.	2011 after JLUS done	-Some was done with County while General Plan was being prepared. -Boundary lines may have to change based on FEMA and JLUS
LU-I-3: Do not accept any applications for annexation or development in the area south of the existing (May 2008) City limits and west of SR-41 until after completion of the Navy's Air Installation Compatible Use Zone (AICUZ) study for the Naval Air Station Lemoore and completion of flood hazard studies by the Federal Emergency Management Agency (FEMA).	Planning Dept. and Kings County LAFCO	2010	-AICUZ still not completed by Navy, which is now anticipated to be in Fall 2010. - Revised FEMA maps adopted June 16, 2009. FEMA working on additional studies to determine "base flood elevation"
LU-I-4: Require contiguous development within the SOI unless it can be demonstrated that land which is contiguous to urban development is unavailable or development is economically infeasible.	Planning Dept.	Ongoing	-Will determine as projects move forward. No annexation proposals made during 2009.
LU-I-5: Work with the County on a Memorandum of Understanding (MOU) in which the County will commit to: Retaining agriculture and open space areas around the City, consistent with the General Plan; and Notifying the City of development applications within the "secondary" SOI adjacent to the City's Planning Area for comment to avoid potential conflicts.	Planning Dept.	2011 for a formal written MOU	-Informal process has caused the County to inform the City of projects adjacent to the secondary SOI. -County policy currently has AL-10 zoning around the majority of the City which requires 10 acre minimum lot sizes to help retain agriculture.
LU-I-6: Update the Zoning Ordinance to set appropriate land use densities and development standards to ensure its compliance with the General Plan.	Planning Dept. with consultant assistance	-2008 -2011 anticipated completion of Zoning Ordinance	-Residential ordinance updated to include new minimum density standards from the 2030 GP. -May 2010 consultant began Zoning Ordinance update, including new mixed-use and low-moderate housing district which will slightly increase density.

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LU-I-7: Create, maintain, or upgrade Lemoore's public and private infrastructure to support future land use and planned development under the General Plan.	Public Works and Planning	Ongoing	-Every other year the Capital Improvement Budget identifies projects to create, maintain, or upgrade public infrastructure to meet demand which is reviewed by the Planning Commission for GP conformity. Long term plans for water, storm, and sewer as well as the Pavement Mgmt System help identify needed improvements and their timing. Regular traffic counts are also conducted to ensure adequate LOS is maintained.
LU-I-8: Require new development to pay its fair share of the costs of public infrastructure, services and transportation facilities, in accordance with State law.	Planning, Public Works and City Manager's (CM) office	Ongoing with some specific upcoming provisions	-Planning requires all new projects to pay applicable impact fees as a condition of development approval. -Public Works responsible to collect all applicable impact fees which have an annual cost index adjustment. -2007 CM office updated the Impact Fee Study to account for improvements to the system that development would share in. -2010 anticipates completing Westside Traffic Impact Fee study & schedule. -Future will need to update fees to be in compliance with new General Plan land use designations which have changed since the 2007 fee.
LU-I-9: Allow development only when adequate public facilities and infrastructure are available or planned in conjunction with use, consistent with the traffic level of service (LOS) standards and standards for public facilities and services established in this Plan.	Planning Dept., Public Works and City Engineer	Ongoing	-CEQA analysis will evaluate traffic facilities on a project by project basis to ensure LOS D is not exceeded within the City, unless in downtown where slow traffic wanted. -Water, Storm, and Sewer Mgmt. plans and PMS will evaluate on a longer-term basis.

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LU-G-4: Provide for residential development with strong community identity, appropriate and compatible scale, identifiable centers and edges and well-defined public spaces for recreation and civic activities.																											
LU-G-5: Provide for a full range of housing types and prices within each neighborhood, including minimum and maximum requirements for traditional and small-lot single family homes, townhouses, duplexes, triplexes, and multi-family housing to ensure that the economic needs of all segments of the community are met and a jobs-housing balance is provided.																											
LU-G-6: Provide for a transition between higher density and lower density residential areas, or require buffers of varying size between residential uses and non-residential uses without restricting pedestrian and bicycle access.																											
<p>LU-I-10: Ensure new neighborhoods include a mix of housing types and community facilities oriented to a neighborhood center, in a land use mix consistent with the following table and with Table 2.2:</p> <p>Table 2.4 Potential Land Use Allocations for New Residential Neighborhoods Allowable Gross Acreage (Percent of Total)</p> <table border="1"> <thead> <tr> <th><i>Land Use</i></th> <th><i>Minimum</i></th> <th><i>Maximum</i></th> </tr> </thead> <tbody> <tr> <td>Housing</td> <td></td> <td></td> </tr> <tr> <td>- Single family (detached or attached/zero-lot line)</td> <td align="center">35</td> <td align="center">60</td> </tr> <tr> <td>- Townhouse</td> <td align="center">10</td> <td align="center">25</td> </tr> <tr> <td>- Multi-family (minimum 12 units/gross residential acre)</td> <td align="center">10</td> <td align="center">25</td> </tr> <tr> <td>Neighborhood Center</td> <td align="center">4</td> <td align="center">10</td> </tr> <tr> <td>Civic/Institutional – Neighborhood-serving Facilities (e.g. elementary school, public safety facilities and community centers; the latter may be incorporated into Neighborhood Centers)</td> <td align="center">4</td> <td align="center">10</td> </tr> <tr> <td>Neighborhood Parks and Recreation¹ (5.0 acres/1,000 residents)</td> <td></td> <td></td> </tr> </tbody> </table>	<i>Land Use</i>	<i>Minimum</i>	<i>Maximum</i>	Housing			- Single family (detached or attached/zero-lot line)	35	60	- Townhouse	10	25	- Multi-family (minimum 12 units/gross residential acre)	10	25	Neighborhood Center	4	10	Civic/Institutional – Neighborhood-serving Facilities (e.g. elementary school, public safety facilities and community centers; the latter may be incorporated into Neighborhood Centers)	4	10	Neighborhood Parks and Recreation ¹ (5.0 acres/1,000 residents)			<p>Planning Dept.</p>	<p>Ongoing</p>	<p>-Will determine as projects move forward. -The Zoning Ordinance update will also integrate the underlying purposes of this chart into the Code.</p>
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<p>LU-I-11: Require a centrally located neighborhood square or “commons” within each new residential neighborhood that will serve as a focal point for the surrounding community.</p>	<p>Planning Dept.</p>	<p>Ongoing</p>	<p>-Determine as projects move forward.</p>																								
<p>LU-I-12: Ensure that the scale, operation, location, and other characteristics of community facilities, including parks, schools, child care facilities, religious institutions, other public and quasi-public facilities, enhance the character and quality of neighborhoods.</p>	<p>Planning Dept.</p>	<p>Ongoing</p>	<p>-Determine as projects move forward.</p>																								
<p>LU-I-13: Require new residential development adjacent to established neighborhoods to provide a transition zone where the scale, architectural character, pedestrian circulation and vehicular access routes of both new and old neighborhoods are well integrated.</p>	<p>Planning Dept.</p>	<p>Ongoing</p>	<p>-Determine as projects move forward.</p>																								

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LU-I-14: Require multi-family developments be planned near existing or projected neighborhood centers and open space, and be located within ¼ mile of a collector or arterial street.	Planning Dept.	Ongoing	-General Plan map currently defines all multi-family designated pieces in these locations. -Future designations will use this rule to insure this policy met as projects move forward.
LU-I-15: Ensure developments for senior housing provide special consideration for accessibility options.	Planning Dept.	Ongoing	-Determine as projects move forward.
LU-I-16: Establish zoning regulations for appropriate density bonuses for developers meeting State criteria for affordable housing; and an additional density bonus for projects undertaking elective off-site improvements (such as park improvements, public art, beautification, and streetscape improvements) that further the City's community design and/or open space objectives.	Planning Dept. with consultant assistance	2011 completion	-May 2010 consultant began Zoning Ordinance update which will include density bonus provisions.
LU-I-17: Utilize the Agricultural/Rural Residential designated areas as a mechanism for preserving active agricultural land and buffering urban uses from agricultural uses.	Dept.	2009 and ongoing	-Work with Kings County to carry out in coordination with their General Plan update
LU-G-7: Foster viable, pedestrian-oriented neighborhood centers and strong, visually attractive regional shopping centers with a mix of tenants to serve both local and regional needs.			
LU-G-8: Continue to nurture a vibrant, mixed-use Downtown that is the pride of the community.			
LU-I-18: Integrate design standards for varying scales of commercial development, including large-format regional shopping centers, neighborhood-serving retail centers, general mixed-use areas, and Downtown Mixed Use, into the Zoning Ordinance.	Planning Dept. with consultant assistance	2011 completion	-May 2010 consultant began -Zoning Ordinance update which will integrate this.
LU-I-19: Evenly distribute neighborhood retail centers in new development areas and encourage a mix of uses in them to offer both choice and convenience for shoppers and residents.	Planning Dept.	2011 completion	-General Plan designations somewhat define but will be further refined in Zoning Ordinance update
LU-I-20: Encourage existing neighborhood centers to expand to their maximum potential through reuse, rehabilitation and infill development.	Redevelopment and Planning	-Ongoing -2011	-Spring 2009 RDA completed Re-Use Study for Pioneer Square, Lincoln Square and Town Center available at http://www.lemoore.com/redevelopment/pdf/adaptive_reuse_study.pdf for viewing and downloading. -2010/11 RDA budget looks at Brownfield study
LU-I-21: Require pedestrian-oriented design and gathering spaces in neighborhood centers to facilitate a small-town atmosphere.	Planning Dept.	-Ongoing -2011	-Determine as projects move forward and Zoning Update should address specifics by 2011.

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LU-I-22: Allow residential above retail and neighborhood serving offices in neighborhood centers so long as they are ancillary in size and do not interfere with primary retail use.	Planning Dept.	-Ongoing -2011	-General Plan currently allows but will be further refined in Zoning Ordinance update
LU-I-23: Facilitate the revitalization of existing blighted commercial/industrial areas by allowing mixed uses, infill, and/or increase in density on site.	Planning Dept.	-Ongoing -2009	-Determine as projects move forward. -Parking in Pioneer Square not re-evaluated for new businesses
LU-I-24: Allow office uses with walk-in clientele that are associated with complementary commercial service businesses in regional commercial areas.	Planning Dept.	Ongoing	-Determine as projects move forward.
LU-I-25: Establish use regulations and development standards for Mixed Use Centers that allow a range of uses in the Zoning Ordinance.	Planning Dept. with consultant assistance	-2011 anticipated completion	-Zoning Ordinance update which will integrate this.
LU-I-26: Establish an incentive program for mixed-use development including FAR bonuses for uses that contribute to public benefit and shared parking arrangements.	Planning Dept. with consultant assistance	-2011 anticipated completion	-Zoning Ordinance update which will integrate this.
LU-I-27: Create guidelines and a Best Practices Manual for mixed-use development to educate local builders and developers about the types of mixed-use areas the City desires.	Planning Dept.	-2011/2012	-Cannot begin until new Zoning Ordinance in place.
LU-I-28: Establish Downtown Mixed Use Zones (DMX1, DMX2 and DMX3) in the Zoning Ordinance	Planning Dept. with consultant assistance	-2011 anticipated	-Zoning Ordinance update which will integrate this.
<p>LU-I-29: Allow a balanced and diverse mix of compatible uses to create a vibrant, 24-hour Downtown, such as:</p> <ul style="list-style-type: none"> • <i>Mixed Use:</i> Encourage a mix of uses in Downtown. • <i>Housing:</i> Promote the development of a variety of housing options within Downtown and in adjacent areas, including higher density near the Depot. • <i>Retail:</i> Promote the development of street-level, consumer-oriented retail establishments. • <i>Community Facilities:</i> Promote high-quality, public development projects that can serve as demonstrations of appropriate downtown urban design principles. • <i>Change of Use:</i> Allow existing units to remodel or upgrade to accommodate new uses, provided they do not change the primary retail character in Downtown or negatively affect historical buildings. • <i>Infill:</i> Provide incentives for infill and development on underutilized land, mixed-use credit for adjacent on-street parking and exemptions for small ground floor retail and restaurant uses. 	Planning Dept. with consultant assistance	-2011 anticipated completion	-Zoning Ordinance update which will integrate this, including downtown.

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LU-I-30: Establish incentives for new retail uses to be located at specific parts of downtown to maximize foot traffic and interest.	Planning Department and RDA	Ongoing	-2030 General Plan Figure 3-9 identifies in-lieu parking fee exempt zones throughout parts of downtown for incentive to develop retail and restaurant uses. -RDA may provide other incentives in the future.
LU-I-31: Promote pedestrian-oriented amenities near Downtown such as outdoor seating, plazas, public art, weather protection, and waiting areas to reinforce Lemoore's small-town character and provide areas for people to congregate.	RDA and Downtown Merchants	-2009 -Ongoing	-Two new bus shelters and benches installed, one at the Depot and one by the City Park in 2009.
LU-I-32: Promote the rehabilitation of historic structures in Downtown in order to preserve the historic identity of the City for future generations.	Planning Dept. / RDA / Architectural Design Review Committee	Ongoing	-2009 approved removing and replacing historic steel windows with energy efficient dual pane fiberglass windows at City Hall, approved the conversion of existing housing structure into a hair salon at 130 "D" Street, and approved new façade at the Body Shop located at 224 West "D" Street.
LU-I-33: In partnership with the Chamber of Commerce, cinema, downtown store owners, local hotels and the municipal golf course, support parades, festivals, farmers markets, celebrations, promotional sales, and sport events that will draw visitors to Downtown.	RDA, Parks and Recreation and Downtown Merchants	Ongoing	-City RDA had a contract in 2009 for services with the Chamber of Commerce in which certain services are provided in exchange for financial support to the Chamber.
LU-G-9: Provide appropriately located areas for a broad range of employment generating uses to strengthen the City's economic base and provide employment opportunities for residents to achieve a jobs-housing balance.			
LU-G-10: Foster high quality professional office and industrial areas and ensure developments are self sufficient, with appropriate infrastructure, community facilities, and open space for employees.			
LU-G-11: Protect desirable industrial uses from encroachment by subsequent incompatible residential and commercial uses.			
LU-I-34: Provide sites for employment generating businesses, technology-based businesses, light industrial, professional offices, and other businesses wishing to locate in Lemoore.	Planning Dept.	Ongoing	-2030 General Plan Land Use Diagram currently identifies and staff provides to public on a regular basis.
LU-I-35: Allow offices as a secondary use in Industrial areas, upon finding that such use is compatible with the primary use and will not adversely affect the traffic-carrying capacity of adjacent streets.	Planning Dept. with consultant assistance	-2011	-Zoning Ordinance update which will integrate this.
LU-I-36: Allow advanced educational or workforce training uses, such as commuter colleges and technology teaching institutes, in Professional Office areas.	Planning Dept. with consultant assistance	-2011	-Zoning Ordinance update which will integrate this.

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LU-I-37: Allow employee-serving amenities and services such as restaurants, cafes, dry cleaners, and other complementary uses in Professional Office areas.	Planning Dept. with consultant assistance	-2011	-Zoning Ordinance update which will integrate this.
LU-I-38: Establish setback, landscaping, and screening requirements for Professional Office and Industrial land uses and ensure adequate buffering between incompatible land uses.	Planning Dept. with consultant assistance	-2011	-Zoning Ordinance update which will integrate this.
LU-I-39: Adopt planning practices that support development of employment-generating land uses and help the City achieve a job-housing balance.	Planning Department and RDA	Ongoing	-2030 General Plan Land Use Diagram currently identifies some of this. -RDA incentives and programs can also further this policy.
LU-I-40: Allow up to 1.5 million square feet of non-residential development in the Business, Technology & Industrial Reserve Area, with up to 60 percent industrial, 35 percent office flex/R&D space/support services, and 15 percent retail space.	Planning Dept.	-Anticipated no earlier than 2025	-2030 General Plan does not allow until the current Westside is predominantly developed.
LU-G-12: Provide appropriate settings for a diverse range of civic, institutional and community land uses.			
LU-I-41: Ensure adequate elementary and high school sites are reserved in new subdivisions, consistent with the Land Use Diagram and State law.	Planning Dept. and the Elementary and High School Districts	Ongoing	-City has worked with the High School district to try to identify a secondary high school site that will serve future development.
LU-I-42: Designate land for public uses to be maintained through capital projects for parks and open spaces, police and fire services, water and sanitary facilities, infrastructure and other City services.	Planning Dept.	Ongoing	-2030 General Plan Land Use Diagram currently identifies.
LU-I-43: Promote the development of community facilities accessible to both vehicles and pedestrians.	Planning and Recreation Depts.	Ongoing	-Future Little League site has adequate future streets with sidewalks to handle the ultimate vehicular and pedestrian traffic. -Figure 4-5 also identifies existing and future bikeways and existing transit service that connects with the Cedar Lane and 19½ Avenue site.
COMMUNITY DESIGN ELEMENT			
CD-G-1: Ensure feathering of land use, development intensity, and street design layout at the urban-to-rural City boundary.			
CD-G-2: Enhance key city entrances on primary vehicular corridors.			
CD-G-3: Demarcate the transition from rural to urban land with distinct entry features.			

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CD-I-1: Establish an open country character for new development facing the countryside along Marsh Drive, the Lemoore Canal, and portions north of Glendale Avenue, portions of Belle Haven Drive, Industry Way, Idaho Avenue, Jackson Avenue, and other areas generally illustrated in Figure 3-1, 3-2 and 3-3, to demarcate the urban edge.	Planning Dept.	Ongoing	-When Leprino Foods Westside project was approved, required triple tree planting on the southside of Industry Way along their project site. However, two rows of trees were deferred until additional development occurs to the west of their site. -Determine as projects move forward.
CD-I-2 Maintain views into the agricultural lands on the rural side of the roadways by not planting within the right-of-way and spacing trees farther apart.	Planning Dept.	Ongoing	-Will need to coordinate with Kings County as most of these areas are outside the City's Urban Growth Boundary.
CD-I-3: Work with the Lemoore Canal and Irrigation Company and other canal companies to retain open canals and restore the Lemoore Canal to its natural appearance, and study the possibility of providing a bicycle trail along the canal.	Public Works Dept.	-Prior to widening Cinnamon Drive in front of Cinnamon Municipal Complex	-The City will need to work to revise their contract with the Lemoore Canal Company which current requires the under grounding of all ditches (not canals) as development takes place. Where undergrounding of a canal is required to accommodate development, the City will strive for trail access.
CD-I-4: Maintain scenic vistas to the Coalinga Mountains, other natural features, and landmark buildings.	Planning Dept.	Ongoing	-Determine as projects move forward.
CD-I-5: Create entry gateways at the intersection of SR-198 and Houston Avenue, the SR-41 off ramp at Bush Street, the intersection of SR-41 and Hanford Armona Road, along SR-41 south of Idaho Avenue, and the off-ramp at SR-198 near Marsh Drive with distinctive features.	Planning Department and RDA	-2009 -2011 -2011 -Ongoing	-2009 RDA installed "Shop Local" freestanding signs throughout various entrances into town -The RDA has budgeted for public signage, including gateway signage in FY 2010/11. -A "Shop Local" sign will be installed at the intersection of SR-41 and Hanford-Armona Road. -May require with developments adjacent to gateways.
CD-G-4: Create a well-connected hierarchy of streets that serve existing and planned neighborhoods, and strengthen the visual and aesthetic character of the City.			
CD-G-5: Create a comfortable street environment for motorized and non-motorized users.			

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<p>CD-I-6: Require landscaping in center medians and at major intersections. Provide medians for:</p> <ul style="list-style-type: none"> • Fox Street from Cinnamon Drive to E Street; • Cedar Lane from Lemoore Avenue to 19½ Avenue, in addition to dual parkway strips adjacent to the existing sidewalks; • Hanford Armona Road from 19th Avenue to intersection of SR-41; • Bush Street from 19th Avenue to Marsh Drive; and • Semas Drive from Bush Street to Marsh Drive. <p><i>Center medians should not include grass, but rather trees and brick stamping and possibly low maintenance plants. If the medians contain plants, they should also use drip irrigation.</i></p>	Planning and Public Works Depts.	Ongoing	<p>-Administrative site plan approval for Leprino East only required tree planting in tree wells along the western ½ of Fox Street rather than a center landscaped median as existing sewer lines are there.</p> <p>-When Cedar Lane extension project is considered, landscaped center medians will need to be discussed as existing utilities may conflicts with median.</p>
<p>CD-I-7: Provide parkway strips with large canopy trees and other planting as needed along streets between the road and sidewalk to buffer pedestrians from traffic and help define residential and commercial streets.<i>Parkway strips would not be required in industrial areas or where existing monolithic sidewalk conditions would make it inappropriate.</i></p>	Planning Dept.	-Ongoing -2011	<p>-Determine as projects move forward.</p> <p>-Zoning Ordinance update will fine tune the type of landscape that should be utilized to be drought tolerant.</p>
<p>CD-I-8: Require a 15-foot landscaped front setback area along all arterial and collector streets outside Downtown, as sites are developed or major renovations undertaken.</p>	Planning Dept.	Ongoing	<p>-Determine as projects move forward and make a condition of approval for all types of site plans..</p>
<p>CD-I-9: Revise right-of-way and pavement standards to reflect adjacent land use and/or anticipated traffic, and permit reduced right-of-way dimensions where necessary to reduce traffic speed and maintain neighborhood character.</p>	Public Works, City Engineer, and Planning Depts.	-Ongoing -2011 or sooner	<p>-Requiring new General Plan cross sections, identified in Figure 4-3, be implemented as condition of approval for new projects and implement where feasible on previously approve projects like Victory Village within the constraints of fully developed street segments.</p> <p>-Need to have City Engineer and Public Works revise standards in near future.</p>
<p>CD-I-10: Incorporate roundabouts as an alternative to signals and stop signs, and provide landscaping and other aesthetically appealing features in them where appropriate.</p>	Planning Dept.	-Ongoing -2009	<p>-Determine as projects move forward based on full build out traffic scenarios.</p> <p>-Fox at Cinnamon Drive intersection the Planning Commission recommended approval of a roundabout but City Council choose to have a traditional signalize intersection at this location. Were open to considering roundabout at College Drive at Bush Street.</p>

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		-Future	-May involve long-term cost benefit and air quality analysis as well as a traffic analysis within attributes of each site.
<p>CD-I-11: Preserve and protect heritage trees:</p> <ul style="list-style-type: none"> • Adopt a Tree Protection Ordinance; • Require developers to preserve protected trees and submit an inventory and a site plan showing the location of all trees prior to any grading, demolition, or site work. Cutting of protected trees will require a permit and will only be allowed if trees are diseased, dying, or pose a danger to human activity; and <p>Require developers replace a similar tree of like size and species within 50 feet of its original location if a protected tree is removed during construction.</p>	Planning and Public Works Depts.	-2011	-Zoning Ordinance update will integrate this.
<p>CD-I-12: Update parking lot landscaping standards to increase the screening of parking lots from the streets and reduce heat build-up from pavement.</p> <p>Standards will address the minimum size and location of interior and perimeter landscaping, appropriate level of screening consistent with security considerations, and type and shade coverage required of parking lot trees. A minimum of 1 tree per 6 stalls for double-loaded bays, and 1 tree per 3 stalls for single-loaded or side-loaded bays will be required of parking lot shade trees.</p>	Planning Dept. with consultant assistance	<p>-Ongoing -2009-2010</p> <p>-2011</p>	<p>-Have started requiring 1 tree per 3 single-loaded or 1 per 6 double-loaded parking spaces as a Condition of Site Plan approval.</p> <p>-Will need to evaluate best practices update with entire Zoning Ordinance Update.</p>
<p>CD-I-13: Upgrade City bus stops to provide adequate shelter from sun, rain, and wind, and to provide durable, vandalism-resistant seating that is aesthetically pleasing.</p>	RDA and Kings Area Rural Transit	<p>-2009</p> <p>-2010/11</p>	<p>-Funding of \$50,000 was allocated in FY 2009/2010 RDA Budget; however no funding was expended, therefore, funds have been carried over to the 2010/2011 RDA Budget.</p>
<p>CD-I-14: Continue the City's utility undergrounding program to replace existing wooden utility poles and overhead lines with underground utility lines along major thoroughfares, and require undergrounding of utilities in all new development.</p> <p><i>Where power lines are too large to put underground, they should be incorporated into the street system such that easy access is maintained.</i></p>	Planning and Public Works Depts. and PG&E	<p>-2009</p> <p>-Long-term</p> <p>-Ongoing for individual sites</p>	<p>-Rule 20A project completed along Lemoore Avenue from Bush Street to Hanford-Armona Road.</p> <p>-20A project for 19th Avenue won't happen for 15 years or longer</p> <p>-All project have a condition of approval requiring the undergrounding of onsite power poles unless 70kv or greater.</p>

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<p>CD-I-24: Require site and building design be consistent with Downtown's historic character:</p> <ul style="list-style-type: none"> • <i>Design</i>: All new and renovated buildings must follow the traditional design patterns found along D Street, with large window openings on the lower floor for retail, and regularly spaced windows in upper floors. • <i>Massing</i>: Buildings must follow the rhythm of bays found in the district, each spaced approximately 20 to 30 feet apart. • <i>Setbacks</i>: Buildings must be built to the property line to create a uniform edge and a continued pedestrian path. They may include recessed entry doors. • <i>Access</i>: All new buildings must be orientated to face primary streets and be accessible by a pedestrian entry. Access for loading and unloading may be via the rear of the building only. • <i>Corners</i>: Vertical volumes and changes in height to break up long facades are encouraged at corners. Corner buildings may be provided with special architectural features, including but not limited to: Larger towers, gables, and turrets, a rounded or angled facet, pilasters, overhangs, a corner entrance, corner arcades, or street furniture. • <i>Landscaping</i>: Visible setbacks must be paved or landscaped, and parking lot landscaping will require canopy shade trees. 	<p>Planning Dept. and Architectural Design Review</p>	<p>-2009</p> <p>-2009</p>	<p>-2009 approved projects for Lucy Munoz's hair salon and Kevin Jones' front façade of the Body Shop incorporated these into their facades.</p> <p>-The removal and replacement of City Hall windows did not follow Department of Interior's Guidelines for renovating historic buildings but did provide energy efficiencies.</p>
<p>CD-I-25: Amend the Zoning Ordinance to require all new Downtown buildings to have a minimum 20-foot street elevation, and allow three story buildings with residential uses above the ground level. Existing standards limit building height to two-story or 25 feet and below. This restricts the amount of mixed-uses that can occur.</p>	<p>Planning Dept. with consultant assistance</p>	<p>-2009-2010</p>	<p>-Zoning Ordinance update will integrate.</p>
<p>CD-I-26: Create a pedestrian and bike-friendly environment on Fox Street, E Street, F Street, and Follett Street (north of the railroad) linking Downtown to adjacent residential neighborhoods.</p>	<p>Planning and Public Works projects</p>	<p>-2008 to 2010</p>	<p>-When approving Leprino's Downtown office building project Site Plan in 2008, required planting of trees in wells with brick stamping within the existing sidewalk area, and improvements to their landscape area along the Fox Street, however Leprino wanting to have street trees planted elsewhere due to potential bird contamination problem that can be caused by trees to be resolved.</p>

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>CD-I-33: Provide a lively neighborhood center environment by allowing ground floor activities to spill into public open space, so long as they do not hinder pedestrian circulation. Activities such as outside dining, outdoor sales, a farmers market, contribute to the vitality of neighborhood centers and the viability of retail in these centers.</p>	<p>Planning and Public Works Depts. with consultant assistance</p>	<p>-Ongoing -2011</p>	<p>-Currently allowed in downtown on sidewalks and streets with encroachment permit and in neighborhood commercial areas so long as it does not hinder ADA accessibility. -Zoning Ordinance update will further integrate this.</p>
<p>CD-I-34: Require design of buildings in neighborhood centers to be consistent with Lemoore's small town character.</p> <ul style="list-style-type: none"> • <i>Style</i>: Buildings must adopt a style that is non-intrusive in character, i.e. they must conform to the surrounding neighborhood and Lemoore's small town character. Inappropriate architecture will not be allowed. • <i>Color</i>: Exterior color and materials must be compatible with those of existing buildings. Proposed external materials must be high quality and durable. Color schemes will be evaluated on a case by case basis during site plan approval. • <i>Height</i>: The height of buildings must not differ by more than one story from adjacent buildings. The rhythm of window openings or architectural elements must be consistent across each block. • <i>Landscape</i>: At least 15 percent of the site must be planted with trees, shrubs, or groundcover. <p>The City will develop additional standards for building elements such as awnings, commercial signs and window glazing, in a future update of the Zoning Ordinance.</p>	<p>Planning Dept. with consultant assistance</p>	<p>-Ongoing -2011</p>	<p>-Currently evaluate design based on this little guidance in the context of surroundings and other policies. -Zoning Ordinance update will further integrate this.</p>
<p>CD-I-35: Designate streets and block patterns in neighborhood centers to increase walkability and pedestrian circulation.</p>	<p>Planning Dept. with consultant assistance</p>	<p>-2011</p>	<p>-Zoning Ordinance update will integrate.</p>
<p>CD-I-36: Establish minimum standards for pedestrian-oriented circulation and parking in neighborhood centers:</p> <ul style="list-style-type: none"> • Require buildings to be oriented toward the street. The ground-level façade facing the street should be transparent and be articulated to human scale to create pedestrian-oriented sidewalks. • Require that the ground floor of buildings be at the same level as the public sidewalk and include entries directly accessible from the sidewalk. 	<p>Planning Dept. with consultant assistance</p>	<p>-2011</p>	<p>-Zoning Ordinance update will integrate. -In the interim, staff is having to use good planning judgment.</p>

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>CD-I-36 (cont.)</p> <ul style="list-style-type: none"> • Require a continuous street frontage. That is, no building should be setback from the street unless a canopy or cantilevered roof structure is provided to maintain a continuous sidewalk. • Allow on-street parking. All streets in a neighborhood commercial core should provide on-street parking. <p>Require parking areas to have centrally-located pedestrian access with rows of canopy trees to provide shadow walkways.</p>			
<p>CD-I-37: Ensure that new mixed-use center development consider design issues relating to scale, massing, building orientation, accessibility, primary view corridors, community areas, location of parking and/or loading/unloading areas, compatibility of use, landscaping, relationship to surrounding neighborhoods, and other site and building design issues in their development.</p> <p>At least 15 percent of the site must be planting area.</p>	Planning Dept. with consultant assistance	-2011	<p>-Zoning Ordinance update will integrate.</p> <p>-In the interim, staff is having to use good planning judgment.</p>
<p>CD-I-38: Require developers provide a pedestrian friendly environment in mixed-use centers with wide sidewalks, small plazas and benches, pedestrian scaled building massing, and parking hidden from view from the street.</p>	Planning Dept. with consultant assistance	-2008 -2011	<p>-When approving Candlewood Suites Hotel, required many of these features be incorporated.</p> <p>-Zoning Ordinance update will integrate, which will more specifically address this.</p> <p>-In the interim, staff is having to use good planning judgment.</p>
<p>CD-I-39: Establish a defined center, such as a landscaped area, civic square or transit stop with street furniture and other pedestrian amenities, at the core of a mixed-use center. Orientate buildings to face this center.</p> <p><i>At least 5 percent of the gross area in each center should be dedicated to public gathering space. Land for this purpose may be provided by public land or working with developers to create privately-owned public spaces within each development.</i></p>	Planning Dept. with consultant assistance	-2011	<p>-Zoning Ordinance update will integrate.</p> <p>-In the interim, staff is having to use good planning judgment.</p>
<p>CD-G-9: Ensure that new professional office and industrial development corresponds to its surroundings in building scale, form, and buffering of adjacent uses.</p>			
<p>CD-G-10: Ensure that new professional office and industrial development provides pedestrian access to the surrounding neighborhoods and within the development itself.</p>			

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>CD-I-40: Establish design standards for new development, and require existing development upgrade to these standards when they undergo renovation:</p> <ul style="list-style-type: none"> • Orient building to face streets. Where development is adjacent to an arterial or parkway, it also needs to be “outward looking” with the perimeter oriented to vehicular traffic; • Prohibit blank walls along streets and other public visible building elevations; • Require industrial building setbacks and foundation landscaping as appropriate; • Require a minimum amount of site landscaping (15 percent), including parking lot landscaping, perimeter landscaping, and foundation landscaping; • Require screening of truck loading, parking, mechanical equipment, transformers, ventilation systems, storage containers, and refuse collection areas; • Require architectural articulation to modulate the horizontal and vertical scale of large buildings; • Provide pedestrian-scale signs throughout new development; • Restrict truck parking adjacent to highways. <p><i>Visual buffering of loading and parking areas will be carried out by planting trees or landscaping, and not by erecting a row of sound walls. Where building exceed a certain height, additional setbacks or upper story step-backs will be required.</i></p>	<p>Planning Dept. with consultant assistance</p>	<p>-2011</p>	<p>-Zoning Ordinance update will integrate, which will more specifically address this. -In the interim, staff will have to use good planning judgment</p>
<p>CD-I-41: Require publicly accessible open space to be integrated into large-scale office and industrial developments.</p> <p><i>Open space areas will provide a public gathering space or opportunities for passive or active recreation. This requirement would not apply to locations that are within walking distance of public park.</i></p>	<p>Planning Dept. with consultant assistance</p>	<p>-2011</p>	<p>-Zoning Ordinance update will integrate. -In the interim, staff is having to use good planning judgment.</p>
<p>CD-I-42: Require landscaped buffers and screening along the perimeter of industrial areas abutting residential areas, major streets, and edge of town.</p> <p><i>The requirement will include a 15-foot wide landscaped buffer adjacent to the public right-of-way on private property between Iona Avenue and the existing industrial areas.</i></p>	<p>Planning Dept. with consultant assistance</p>	<p>2009 - 2010</p>	<p>-When Leprino West expansion project approved in 2008, required these landscape buffers, some of which were deferred or in-lieu fees collected to install with bike path project. - Zoning Ordinance update will further integrate this, which will more specifically address this.</p>

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>CD-I-45 (cont.)</p> <ul style="list-style-type: none"> Homes built in pre-existing neighborhoods should be built in similar scale and design to existing neighborhood as determined by the Planning Department. <p><i>The City's goal is to ensure variety, prevent "cookie-cutter" developments and allow new neighborhoods to develop their unique neighborhood identity through design.</i></p>			-Many of the subdivisions approved over last five years were Planned Unit Developments which required designs be reviewed and approved by Planning Commission and City Council before being built and still holds true for many of the undeveloped subdivisions.
<p>CD-I-46: Require a mix of housing types and community-oriented facilities within multi-family zoning districts.</p> <p><i>New multi-family residential development should meet the following design criteria:</i></p> <ul style="list-style-type: none"> Minimum 20-foot landscaped yards between streets and parking areas; Parking frontages limited to no more than 25 percent of lot frontages; Carport and garage designs that match building designs; Carport locations restricted such that they are not highly visible from public streets; and portable carport covers be prohibited; Open space such that each dwelling unit has at least 400 square feet of on-site open space, which may be private open space provided by balconies or patios, or common open space; Common open space for all ages, including tot lots; At least 50 percent of open space shall be landscaped; Buffer landscaping, at least 10 feet deep shall be provided along the project perimeter where adjacent to sensitive uses (usually referred to as a 'buffer area'); Architecturally interesting buildings that are not bulky and "box-like." This can be created by requiring variable roof forms in building designs and limiting the dimension of any single building to 125 feet; Building entries to have roofed projections or recessed entries; Roof-mounted mechanical equipment should be screened or incorporated into a roof design or, if this cannot be done, such equipment must be ground-mounted on the interior side or in the rear of the lot; and Pedestrian access provided by walkways to link residential units with other units and with recreational and other facilities within a project. <p>Additional development standards and design guidelines will be specified in the Zoning Ordinance.</p>	<p>Planning Dept. with consultant assistance</p>	<p>-2008</p> <p>-2008</p> <p>-2011</p>	<p>-Many of these bulleted items incorporated into October 2008 Residential Ordinance update, however good planning judgment must be used to address specifics.</p> <p>-Added to Residential Ordinance, however portable carport covers were allowed in backyards thereby being less visible, and not allowing on corner lots where they are highly visible rather than being prohibited.</p> <p>- Zoning Ordinance will further integrate this policy.</p>

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>CD-I-50: Require all new multi-family developments submit plans for trash enclosures for design review approval.</p> <p><i>Trash enclosure walls should be of a block or masonry material and designed to match the building where it is located. The enclosure should be accessible to residents and businesses, yet located away from main entries. Trash enclosures within developments of two-story or more should incorporate a trellis cover or a roof design to screen views from above. Landscaping around the enclosure is highly recommended. The size and number of enclosures needed should be such that the type of use of the project would adequately be served.</i></p>	Planning Dept.	-2008 -2009 -Ongoing	-Montgomery Crossings is the first project to be subject to this in which staff approved a trellis structure over the enclosure and enclosure to incorporate design of main structures into account. -Several apartment projects approved and required this be integrated into project design. -In future it may be difficult to not conflict with front loading machines.
CD-I-51: Require residential neighborhoods to incorporate architecture and site plan considerations into the design and location of cluster mailboxes to ensure design compatibility and increase social contact in the neighborhood.	Planning Dept.	-Ongoing	-Will incorporate into conditions of approval as it comes up.
CD-I-52: Amend the Zoning Ordinance to prohibit outdoor storage containers in residential areas which are in place more than 72 hours.	Planning Dept.	-2008	-City Council passed Ordinance #2008-08 prohibiting outdoor storage containers (e.g. PODS) in residential districts more than 72 hours.
<p>CD-I-53: Require new housing to provide transitions between the street and building, with variable front setbacks, building articulation and massing.</p> <p><i>Elements such as porches, bay windows, and landscaping can be designed to create a transition between public and private spaces.</i></p>	Planning Dept. with consultant assistance	-2011	-Zoning Ordinance update will incorporate more specifics.
<p>CD-I-54: Design local streets not only to accommodate traffic, but also to serve as comfortable pedestrian environments. These should include, but not be limited to:</p> <ul style="list-style-type: none"> • Street tree planting adjacent to curb between the street and sidewalk (the "parkway strip") to provide a buffer between the pedestrian and the automobile, as well as in the landscaped buffer between the sidewalk and adjacent buildings, where appropriate; and • Sidewalks on both sides of streets. 	Planning Dept.	-2008 -Ongoing	-Amended residential ordinance and general plan policies affecting fencing policy to improve the pedestrian environmental by allowing 3½' front yard fences and side yard fences on corner lots up to 7' in height to be setback 3' from sidewalk with landscaping to improve pedestrian environment. -Most projects approved with parkway style landscaping unless the majority of surrounding properties were monolithic.

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>CD-I-62: Facilitate environmentally sensitive construction practices by:</p> <ul style="list-style-type: none"> Restricting use of chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs) and halons in mechanical equipment and building materials; Promoting use of products that are durable and allow efficient end-of-life disposal (recyclable); Requiring subdivision applications on sites greater than five acres to submit a construction waste management plan for City approval; Promoting the purchase of locally or regionally available materials; Promoting the use of cost-effective design and construction strategies that reduce resource and environmental impacts; 	<p>Planning Dept. with consultant assistance</p>	<p>-2008 -Future</p>	<p>-As new projects are approved will add to conditions of approval. -Future Ordinance needs to be drafted to identify more specifics or may wait for state or regional assistance in developing a best practice ordinance..</p>
<p>CD-G-15: Foster an efficient and comprehensive outdoor lighting system.</p>			
<p>CD-I-63: Establish Outdoor Lighting Standards in the Zoning Ordinance where:</p> <ul style="list-style-type: none"> All outdoor lighting fixtures shall be designed, shielded, aimed, located and maintained to shield adjacent properties and to not produce glare; New street lighting shall be provided in accordance with the requirements of the California Energy Commission's <i>Outdoor Lighting Standards</i> and follow recommendations put forth by the Illuminating Engineering Society of North America (IESNA) <i>Design of Roadway Lighting (RP-8)</i>; All outdoor lighting fixtures shall be energy-efficient. Parking lot light fixtures and light fixtures on buildings shall be full cut-off fixtures and all permanently installed exterior lighting shall be controlled by either a photocell or an astronomical time switch; Lighting design in parking lots, commercial and industrial areas shall be coordinated with the landscape plan to ensure that vegetation growth will not interfere with the intended illumination; Light levels in all new development, parking lots, and street lights to not exceed industry and state standards; Lighting along the urban-rural edge should be designed to provide one-half the light standard for urban areas. <p><i>All new development is to submit an outdoor lighting plan for approval during the design review process and regular site plan review.</i></p>	<p>Planning Dept. with consultant assistance</p>	<p>-2011</p>	<p>-Zoning Ordinance Update to incorporate this item with more specificity.</p>
<p>CD-I-64: Create and adopt a Dark Sky Ordinance to minimize glare, light trespass, excessive lighting and other forms of light pollution to preserve the enjoyment of the night sky and night environment.</p>	<p>Planning Dept. with consultant assistance</p>	<p>-2011</p>	<p>-Zoning Ordinance Update will incorporate this.</p>

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
CD-I-65: Do not allow continuous all night outdoor lighting in sport stadiums, construction sites, and rural areas unless they are required for security reasons.	Parks, Police, and Planning Depts.	-Ongoing	-All unmanned parks with these features have light timers to control use. -Manned facilities like Little League, Sports Complex, 19 th Avenue park, and LHS Stadium manually shut down lights after activities are complete.
CD-I-66: Educate the public about light trespass and light pollution and establish a voluntary program to encourage existing sources of light pollution to convert to non-polluting, energy efficient lighting systems. <i>The City will use its website and newsletter to raise awareness of these issues.</i>	Planning and City Manager's Office	-Future	-Not on radar yet, best to complete Zoning Ordinance Update first.
CIRCULATION ELEMENT			
<p>Planned Improvements to Accommodate Buildout: To achieve a balance between existing and future land use and traffic carrying capacity, improvements to the roadway network are planned. Major street additions or widening planned or programmed for Lemoore are shown in Figure 4-2. Additional right-of-way will be needed along Bush Street from College Drive to 19th ½ Avenue. These improvements include:</p> <p>Planned Improvements to Accommodate Buildout: (cont.)</p>	-Public Works in coordination with City Engineer and Planning (to incorporate in conditions) or developers when undeveloped land is being developed if it is prior to the City's timing for the improvement being needed.	-Ongoing. City projects identified in the Capital Improvement Budget (CIP) in two year cycles. -New CIP to be adopted in July 2010 for 2010-2012 fy period.	-Evaluated annually the City and/or Kings County conduct traffic counts, traffic studies, or analyze additional traffic coming online from a project and determine if improvements needed to be made to meet City LOS D requirements and safety. -Needed improvements are either built with or shortly after a project comes on line paid by development impact fees, gas tax, and/or developer installing facilities. Occasionally, funded able to be obtained from grants.
<ul style="list-style-type: none"> 18th Avenue - SR-198 to Iona Avenue widen from 2 to 4 lanes 	-Same as above	-Depends on others	-Pavement already in place, striping to 4 –lanes not done until County area widens down to the casino.
<ul style="list-style-type: none"> 19th Avenue - Construct 2 new lanes connecting north of Hanford-Armona Road to 18 ¾ Avenue 	-Same as above	-Before new HS opens or development occurs	-HS previously conducted due diligence to possibly purchase land in this area back in 2008, but due to decreases in student populations, is looking for other alternatives to stay on existing campus least 10+ years.

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<ul style="list-style-type: none"> 19th Avenue - Hanford-Armona Road to Idaho Avenue widen portions from 2 to 4 lanes, as needed 	-Same as above	-Depends on others	-The segment from Hanford-Armona to "D" Street needs to be considered when new elementary school opens on 19 th and Cinnamon -Southerly segment dependant on future development
<ul style="list-style-type: none"> 19th ½ Avenue - Cinnamon Drive to Silverado Drive widen from 2 to 4 lanes 	-Same as above	-As adjacent development occurs	-Probably not needed until Little League moves to NE corner of Cedar Lane and 19½ Avenue at the expanded Bevelequa Park or when traffic warrants it
<ul style="list-style-type: none"> Belle Haven Drive – North of Bush Street to Railroad realign 4 lanes as shown on Figure 4-2 at least 525 feet west of the existing southbound SR-41 ramp intersection 	-Same as above	-When traffic warrants it	-As adjacent development occurs or needed as determined by traffic counts/studies. Walmart may have to build some as needed.
<ul style="list-style-type: none"> Belle Haven Drive - South of Bush Street (new roadway) construct newly aligned private roadway with a minimum of 6 lanes (as required to accommodate final design) 	-Developer	-As adjacent development occurs	-No commercial projects have been submitted.
<ul style="list-style-type: none"> Bush Street – Marsh Drive to College Drive widen from 2 to 4 lanes 	-Same as above	-When traffic warrants it	-Widening on northside of Bush Street from Production to Marsh anticipated with Victory Village
<ul style="list-style-type: none"> Bush Street - College Drive to Semas Drive widen from 2 to 6 lanes 	-Same as above	-When traffic warrants it	-Some widening done in 2009 near intersections to allow merging of traffic. Also 4-way stop changed to 2-way at College at Bush
<ul style="list-style-type: none"> Bush Street - Semas Drive to Belle Haven Drive widen to 8 lanes with landscaped median (includes turn lanes per Wal-Mart administrative Draft TIS) 	-Same as above	-When traffic warrants it -2013	-Some widening done in 2009 near intersections to allow merging of traffic. -Additional widening on northerly side anticipated when/if the Walmart project moves forward.
<ul style="list-style-type: none"> Bush Street - Belle Haven Drive to SR-41 SB ramps widen between 7 to 8 lanes 	-Public Works, City Engineer, Planning, and Caltrans	-When traffic warrants it	-Need to do this segment before any major commercial opens, as future partial closures of the street would be detrimental once large traffic generation uses are already online.

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<ul style="list-style-type: none"> Bush Street - Between the SR-41 SB and NB ramps widen to 7 lanes 	-Public Works, City Engineer, Planning, and Caltrans	-When traffic warrants it	-Need to do this segment before any major commercial opens, as future partial closures of the street would be detrimental once large traffic generation uses are already online.
<ul style="list-style-type: none"> Bush Street - SR-41 NB ramps to 19th ½ Avenue - widen to 6 lanes with landscaped median 	-Public Works, City Engineer, Planning, and Caltrans	-When traffic warrants it	-Need to do this segment before any major commercial opens, as future partial closures of the street would be detrimental once large traffic generation uses are already online.
<ul style="list-style-type: none"> Bush Street - 19th ½ Avenue to 19th Avenue widen from 2 to 4 lanes with landscaped median 	-Public Works, City Engineer, Planning & Developers	-When traffic warrants it	-As adjacent development occurs or needed as determined by traffic counts.
<ul style="list-style-type: none"> Bush Street - Lemoore Avenue to East D Street stripe and widen from 2 to 4 lanes where missing 	-Same as above	-When traffic warrants it -2010	-Probably not needed until additional development built in this area as determined by traffic warrants. -Popeye's project approved in 2010 required 7' ROW dedication along its property on Bush Street. -May require the elimination of some or all on street parking.
<ul style="list-style-type: none"> Cedar Lane - Blue Jay Avenue to 19th ½ Avenue construct with 2 through lanes 	-Same as above	-2009 -2010-2012?	-Plan lines developed over 10 yrs ago - CIP Budget includes Engineering for the project in 2008-10, acquisition in 2010/12 and construction beyond 2010. -2009 Cost estimate done for overall project for \$2,577,000. -Full engineering construction plans not started for project. -Timing of 19th Avenue @ Highway 198 Interchange needs to be taken into consideration.

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<ul style="list-style-type: none"> D Street - Smith Avenue to 17th Avenue widen from 2 to 4 lanes 	-Public Works, City Engineer, Planning & Developers	-When traffic warrants it	-As adjacent development occurs or needed as determined by traffic counts.
<ul style="list-style-type: none"> Daphne Lane Extension - Daphne Lane north of railroad tracks to D Street construct new 2-lane collector roadway and railroad crossing in coordination with PUC and railroad 	-Same as above	-When traffic warrants it	-Portion of street constructed by private sector due north of "D" Street -Other segments to be constructed as adjacent development occurs or as determined by traffic counts.
<ul style="list-style-type: none"> Follett Street - Cinnamon to G Street construct with 2 lanes 	-Public Works, City Engineer, Planning & Developers	-2012	-Is required as part of the approved Fox Street Villas senior apartments (re-named Cinnamon Villas).
<ul style="list-style-type: none"> Hanford-Armona Road - 17th Avenue to a point approximately 525 feet east of SR-41 widen from 2 to 4 lanes where segments are missing. 	-Same as above	-When traffic warrants it	-As adjacent development occurs or needed as determined by traffic counts.
<ul style="list-style-type: none"> Hanford-Armona Road – 525 feet east of SR-41 to a point approximately 525 feet west of SR-41 widen from 2 to 6 lanes 	-Same as above	-When traffic warrants it	-As adjacent development occurs or needed as determined by traffic counts.
<ul style="list-style-type: none"> Hanford-Armona Road - 525 feet west of SR-41 to new College Drive extension widen from 2 to 4 lanes 	-Same as above	-When traffic warrants it	-As adjacent development occurs or needed as determined by traffic counts.
<ul style="list-style-type: none"> Iona Avenue - 19th Avenue to Lemoore/18th Avenue widen from 2 to 4 lanes. 	-Same as above	-When traffic warrants it	-As adjacent development occurs or needed as determined by traffic counts. Need additional ROW.
<ul style="list-style-type: none"> Industry Extension - Construct 2-lanes west of Production Place 	-Public Works, City Engineer, Planning, RDA & Developers	-When traffic warrants it	-As adjacent development occurs or needed as determined by traffic counts.
<ul style="list-style-type: none"> Lemoore Avenue - Bush Street to "G" Street widen street 	-Public Works, City Engineer, Planning & Developers	-Ongoing as development occurs or when traffic warrants it -2010	-Any site plan review needs to consider additional right-of-way dedications to try to accommodate center turn lane. -Popeye's project approved in 2010 required 2' ROW dedication along Lemoore Avenue. -Might not be able to accommodate without removing buildings.

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<ul style="list-style-type: none"> Liberty Drive - Hanford-Armona Road to Lacey Boulevard widen from 2 to 4 lanes 	-Public Works, City Engineer, Planning, Developers, & LHS	-Before new high school open	-HS previously conducted due diligence to possibly purchase land in this area back in 2008, but due to decreases in student populations, is looking for other alternatives to stay on existing campus least 10+ years.
<ul style="list-style-type: none"> Marsh Drive - North of SR-41 (new roadway) construct with 4 lanes 	-Public Works, City Engineer, Planning & Developers	-When traffic warrants it -Ongoing	-When development occurs within the area south of current City limits, north of Highway 198, west of Highway 41
<ul style="list-style-type: none"> Pederson Avenue (new roadway) - Construct with 4 lanes 	-Public Works, City Engineer, Planning, Developers, WHC	-When traffic warrants it -2010	-West Hills College is anticipated to construct 2-lanes of street to connect from College Drive to Marsh Drive (previous known as Brooke Drive) in 2010.
<ul style="list-style-type: none"> Semas Drive - South of Bush Street to Marsh Drive (new roadway) construct with 4 lanes 	-Public Works, City Engineer, Planning & Developers	-As regional commercial area develops	-No commercial projects have been submitted south of Bush Street.
<ul style="list-style-type: none"> Sierra Drive – Remove and abandon existing east-west street with 19th Avenue Interchange project and replace with newly aligned north-south Sierra Drive 	-Public Works, City Engineer, Planning, Developer and Caltrans	-2008 -2012-2014	-Developer of Valero constructed a portion of the newly aligned Sierra Circle in 2008. -Once the 19th Avenue @ Hwy 198 Interchange begins, the original Sierra Cir will not be useable in 2012.
<ul style="list-style-type: none"> Silverado Avenue - 19th ½ Avenue to 19th Avenue stripe from 2 to 4 lanes 	-Public Works	-Unknown	-Probably not needed until Little League moves to NE corner of Cedar Lane and 19½ Avenue at the expanded Bevelequa Park or when traffic warrants it
<ul style="list-style-type: none"> SR-198 and 19th Avenue - Construct new interchange 	-Public Works, City Engineer, Planning, Redevelopment, Developers and Caltrans		-City RDA has purchase some single family properties to be relocated. -Additional right-of-way has been dedicated as projects approved for the project.

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<ul style="list-style-type: none"> SR-198 and 19th Avenue - Construct new interchange (cont.) 		-2009-2014	-2010 anticipated Caltrans and City will complete acquisition and engineering drawings and by 2011/2012 project construction to begin and by 2014 project complete depending upon budgetary constraints and actual progress made.
<ul style="list-style-type: none"> SR-198 - D Street/Houston Avenue to 21st Street westbound widen from 2 to 3 lanes (Caltrans' responsibility) 	-Caltrans	Unknown, as traffic and funding dictate	Unknown
<ul style="list-style-type: none"> SR-198 - Vine Street to D Street/Houston Avenue eastbound widen from 2 to 3 lanes (Caltrans' responsibility) 	-Caltrans	Unknown, as traffic and funding dictate	Unknown
<ul style="list-style-type: none"> SR-198 at Marsh Drive - Construct new interchange 	-Public Works, City Engineer, Planning, Developer and Caltrans	Unknown, as traffic and funding dictate	-In 2009 and 2010, City is working to incorporate interchange costs into the Westside Impact Fee Study
<ul style="list-style-type: none"> SR-41 at Hanford-Armona Road - Add 2 left turn lanes for each approach at the intersection as per August 2007 Leprino mitigated negative declaration 	-Public Works, City Engineer, Planning, Developer and Caltrans	-When adjacent area develops or traffic warrants	-No commercial projects have been submitted at the southeast corner of Hanford-Armona Road and Highway 41.
<ul style="list-style-type: none"> New Arterials within the development area west of SR-41 - Construct with 4 lanes 	-Public Works, City Engineer, Planning & Developers	-When development occurs	-When development occurs within the area south of current City limits, north of Highway 198, west of Highway 41
<ul style="list-style-type: none"> Vine Street on both sides of SR-198 - Cul-de-sac when new interchange is built at 19th Avenue 	-Caltrans	-2012-2014	-City RDA looking to develop area on the northside of Highway 198 with some type of low-moderate housing. Will be wanting to use Caltrans' "excess" land. -Cul-de-sacing part of 19th Avenue interchange project.

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<ul style="list-style-type: none"> Between Liberty Drive/18^{3/4} Avenue to 17th Avenue one block north of the Glendale Avenue alignment - Construct new east-west Collector street 	-Public Works, City Engineer, Planning, Developers, Kings County & Lemoore High School District	-Before new high school open	-HS previously conducted due diligence to possibly purchase land in this area back in 2008, but due to decreases in student populations, is looking for other alternatives to stay on existing campus 10+ years.
<ul style="list-style-type: none"> North of Glendale Avenue to Lacey Boulevard between 18th and 17th Avenues - Construct new north-south rural Collector street 	-Public Works, City Engineer, Planning, Developers, Kings County.	-When traffic at Belinda & Hanford-Armona warrants	-No extensive studies conducted
Anticipated Intersection Improvements			
<ul style="list-style-type: none"> Signalize or install full or small scale roundabouts at 19th /Hanford-Armona Road, Fox/Hanford Armona Road, Fox Street/Cinnamon Drive, Cinnamon Drive/Hanford-Armona Road, Bush Street/19th Avenue, 19th/Avenue/Cedar Lane, East D Street/East Bush Street, Pedersen Avenue/Marsh Drive, Iona Avenue/Lemoore Avenue, Semas Drive at angled street (after signal warrants and appropriate studies are done) 	-Same as above	<p>-2008</p> <p>-2009</p> <p>-As projects or traffic warrants move ahead</p>	<p>-2008 studies for roundabouts were not conducted for the Fox/Hanford Armona Road or Bush Street/19th Avenue intersections, before deciding that they would be signal projects.</p> <p>-Fox at Cinnamon Drive intersection the Planning Commission recommended approval of a roundabout but City Council choose to have a traditional signalize intersection at this location. Open to considering roundabout at College Drive at Bush Street which is not currently identified in General Plan.</p> <p>-May involve long-term cost benefit and air quality analysis as well as a traffic analysis within attributes of each site.</p>
<ul style="list-style-type: none"> Signalize Liberty Drive/Hanford-Armona Road, Cinnamon Drive/19th Avenue, and Bush Street at College Drive, Semas Drive, Bellehaven Drive, SR-41 SB ramps, SR-41 NB ramps, and 19th 1/2 Avenue (after signal warrants and appropriate studies are done) 	-Same as above	<p>-2010</p> <p>-Future</p>	<p>- 2010 Signal put in at the Bush at 19th Avenue intersection</p> <p>-2008-10 CIP Budget includes signals at Bush/Belle Haven and Hanford-Armona / Fox which will be roll into 2010-2012 CIP..</p> <p>-If/when Walmart project moves forward, environmental may require signalization of Bush Street at SR-41 SB & NB ramps and Semas Drive.</p>

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<ul style="list-style-type: none"> Upgrade existing railroad crossings at Lemoore Avenue, Follett Street, Fox Street, 19th Avenue, and 19 1/2 Avenue 	-Same as above	-2010/11	-New railroad crossing at Daphne Ln. and upgrades to Fox St and 19 th Avenue crossings are programmed in RDA capital projects budget.
Additional Traffic Calming and Pedestrian Oriented Street Improvements			
<ul style="list-style-type: none"> Urban/Rural Edge tree plantings along 19th Avenue, Bellehaven Drive, Idaho Avenue, Iona Avenue, Industry Way, Jackson Avenue, Marsh Drive, 18th Avenue, East D Street as shown, 19th Avenue, and the Lemoore Canal as shown on Figure 3-1 	Planning and Building Depts.	-2008 -2010 -Future	-When Leprino Foods Westside project was approved, required triple tree planting on the southside of Industry Way along their project site. Two rows of trees were deferred until additional development occurs to the west of their site. Now Leprino would like to not have the requirement along their site and maybe improve Bush Street instead. -Determine as projects move forward.
<ul style="list-style-type: none"> Landscaped medians added to all of Cedar Lane, and Semas Drive, as well as portions of Hanford-Armona Road, Fox Street, and Bush Street as depicted in Figure 4-1 	-Public Works, City Engineer, Planning & Developers	-2008 -2010 -2011 -Future	--Administrative site plan approval for Leprino East only required tree planting in tree wells along the western 1/2 of Fox Street rather than a center landscaped median as existing sewer lines are located in the center of the street. -Leprino now wanting to have street trees planted elsewhere at DT plant due to potential bird contamination problem that can be caused by trees. -When Cedar Lane extension project is considered, may need to evaluate existing GP policy as existing utilities may also be located in the center of the street. -Require new development install and maintain with their projects.

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<ul style="list-style-type: none"> Widen/improve Lemoore Avenue to include contiguous 6-10 foot sidewalks with trees in landscape strips or tree wells 	-Public Works, City Engineer, Planning & Developers	-2009 -Ongoing -Future	-Saint Peters project installed along their frontage to meet conditions of approval -Should require all new development install and maintain with their projects. -Public Works and City Engineer need to review the possible constraints in implementing and discuss options with City Council.
<ul style="list-style-type: none"> Additional parkway strips along Cedar Lane 	-Public Works, City Engineer, Planning & Developers	-2010/2011 -Future	-When Cedar Lane extension project is developed, should incorporate parkway strips without landscaping in areas where no adjacent development exists. -Should evaluate costs and feasibility of installing this along the entire Cedar Lane.
<ul style="list-style-type: none"> Obtain a total of 84 feet of right-of-way along D Street from Lemoore Avenue to a point 100 feet to the east of the intersection and widen street and curb radius to accommodate truck route traffic 	-Public Works, City Engineer, Planning & Developers	-Past -2010 -As projects develop or City initiates	Mobil station dedicated appropriate ROW and installed some of the curb and gutter in appropriate location and relocated the traffic signal. -Popeye's project approved in 2010 requires 7' ROW dedication along its property without the moving of curb & gutter.
<ul style="list-style-type: none"> Cul-de-sac Larish Street 220 feet west of Lemoore Avenue once Cedar Lane connects to Lemoore Avenue to stop cut-through traffic and allow for the improvement of the adjacent neighborhood commercial 	-Public Works, City Engineer, Planning, and Caltrans	-2012	-Engineering for the Cedar Lane extension project included in 2008-10 CIP Budget with acquisition and construction needing to be completed before the 19 th Avenue @ Highway 198 Interchange begins. -If this policy is not implemented with Cedar Lane extension, the environmental review will have to be re-evaluated and adequate notices sent to the neighborhood.

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<ul style="list-style-type: none"> Add pedestrian bridge over SR-198 at Vine Street 	-Caltrans, Kings County Association of Governments, and the City	-Future	-Not on radar yet.
C-G-1: Provide a wide variety of transportation alternatives and modes serving all residents and businesses to enhance the quality of life and increase pedestrian safety.			
C-G-2: Make efficient use of all transportation facilities and, through coordinated land use planning, strive to improve accessibility to shops, schools, parks and employment centers and reduce the total vehicle miles traveled per household to minimize vehicle emissions and save energy.			
C-G-3: Improve the aesthetic character of transportation corridors in the City.			
C-G-4: Maintain acceptable levels of service and ensure that future development and the circulation system are in balance.			
C-G-5: Ensure that new development pays its fair share of the costs of transportation facilities.			
<p>C-I-1: Adopt street standards that provide flexibility in design, especially in residential neighborhoods. Revise right-of-way and pavement standards to reflect adjacent land use and/or anticipated traffic, and permit reduced right-of-way dimensions where necessary to maintain neighborhood character.</p> <p><i>Cross-sections and design standards are shown on Figure 4-3. Some existing areas may require additional right-of-way to accommodate buildout traffic demand, or may be constrained by existing land use, which may limit the City's ability to meet the standards in Table 4.4.</i></p>	Public Works, City Engineer, and Planning Depts.	-2011	<p>-Requiring new General Plan cross sections, identified in Figure 4-3, be implemented as condition of approval for new projects and implement where feasible on previously approve projects within the constraints of fully developed street segments.</p> <p>-Need to have City Engineer and Public Works revise standards in near future.</p>
<p>C-I-2: Require all new developments to provide right-of-way and improvements consistent with the General Plan street designations and street cross-section standards. Further, ensure that either the City Capital Improvement Program Budget or new developments carries out the planned improvements included in Table 4.3. Alternative improvements shall be considered if supported by a traffic assessment conducted under the guidance of City staff.</p> <p>Within infill areas, the City may just require that street improvements match the designs and cross-sections of abutting streets.</p>	Public Works, City Engineer, and Planning Depts.	-Ongoing	<p>-Requiring new General Plan street improvements in Table 4.3, be implemented as condition of approval for new projects and implement where feasible on previously approve projects within the constraints of fully developed street segments.</p> <p>-Reviewing traffic impacts as projects are reviewed with Table 4.3 as additional guidance.</p>
<p>C-I-3: Provide for greater street connectivity by:</p> <ul style="list-style-type: none"> Incorporating in subdivision regulations requirements for a minimum number of access points to existing local or collector streets for each development (e.g. at least two access points for every 10 acres of development, with additional access, if warranted, for multi-family housing); 	Planning Dept. with consultant assistance	-2008 -2011	<p>-Requiring this of new projects as they move forward.</p> <p>-Zoning Ordinance update will help integrate these policies.</p>

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>C-I-3: (cont.)</p> <ul style="list-style-type: none"> Encouraging the construction of roundabouts instead of traffic signals and 4-way stop signs, where feasible; Requiring bicycle and pedestrian connections from cul-de-sacs to nearby public areas and main streets; and Requiring new residential communities on undeveloped land planned for urban uses to provide stubs for future connections to the edge of the property line. Where stubs exist on adjacent properties, new streets within the development should connect to these stubs. 			
<p>C-I-4: Develop a multi-modal transit system map integrating bicycle, public transportation, pedestrian and vehicle linkages within the City to ensure circulation gaps are being met. Safe Routes to School and any necessary related improvements will also be shown on this map, and costs and priorities indicated based on need.</p>	<p>Planning Dept, Kings County Association of Governments, and Kings Area Rural Transit</p>	<p>-Current -2010/11</p>	<p>-Figure 4-5 in the General Plan incorporates some of these features -When working with the County to update the Regional Bike Plan these things should be added to the map and evaluated.</p>
<p>C-I-5: Use traffic calming measures to reduce speeds in existing and future residential areas. Traffic calming measures may include, but are not limited to:</p> <ul style="list-style-type: none"> Reducing curb-to-curb pavement widths to the minimum necessary to ensure traffic flow and safety; Allowing on-street parking where possible; Providing generous street tree plantings and other vegetation; Building corner bulb-outs and intersection roundabouts; Allowing for curvilinear street design; and <p>Installing, where appropriate, specific traffic calming features, such as bulb-outs and medians.</p> <p><i>These measures are preferred over the use of speed bumps and undulations. As part of the planning and design for the implementation for traffic calming devices, the City will evaluate the impacts to adjacent neighborhoods created by cut-through and diverted traffic patterns.</i></p>	<p>Planning Dept. with consultant assistance</p>	<p>-2008 -2011</p>	<p>-Requiring this of new projects as they move forward. -Zoning Ordinance update will help integrate this policy.</p>
<p>C-I-6: Establish vehicular access controls that limit access to developments from new median parkways, such as Semas Drive, by:</p> <ul style="list-style-type: none"> Limiting left-turn intersections to only major intersecting roads by use of medians; and Limiting driveway access for new development along parkways by promoting use of alleys and frontage streets. 	<p>Planning Dept. with consultant assistance</p>	<p>-2008 -2011 -Ongoing</p>	<p>-Requiring this of new projects as they move forward. --Zoning Ordinance update will help integrate.</p>

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>C-I-7: Develop and manage the roadway system to obtain Level of Service (LOS) D or better for two hour peak periods (a.m. and p.m.) on all major roadways and arterial intersections in the City. This policy does not extend to local residential streets (i.e., streets with direct driveway access to homes) or state highways and their intersections, where Caltrans policies apply. Exceptions to LOS D policy may be allowed by the City Council in areas, such as Downtown, where allowing a lower LOS would result in clear public benefits, social interaction and economic vitality, and help reduce overall automobile use.</p> <p><i>No new development will be approved unless it can be shown that required LOS can be maintained on affected roadways either through this General Plan documentation or more specific traffic studies conducted through the City where appropriate.</i></p>	Planning Dept. with consultant assistance	-Ongoing -2011	-Assess when doing CEQA analysis for new projects as they move forward and require mitigations when needed. -Zoning Ordinance update will help integrate these policies.
<p>C-I-8: Develop and manage local residential streets (i.e., streets with direct driveway access to homes) to limit average daily vehicle traffic volumes to 1,100 or less and 85th percentile speeds to 25 miles per hour or less.</p> <p>An average daily traffic volume of 1,100 is considered the threshold for a local residential street. Traffic volumes above this level tend to change the street from a residential street where children can play to a traffic street with the primary task of moving traffic.</p>	Planning Dept. with consultant assistance	-Ongoing - -2011	-Assess when doing CEQA analysis for new projects as they move forward and require mitigations when needed. -Zoning Ordinance update will help integrate this policy.
<p>C-I-9: Establish a Transportation Performance Monitoring (TPM) program for the Business, Technology, and Industrial Reserve Area, generally located in the Southwest quadrant of SR-198 and SR-41, to monitor and control traffic arising from new development.</p>	Planning and City Manager's Office	-Future	-Not on radar yet and won't be until at least the year 2020.
<p>C-I-10: Require traffic impact studies for any proposed General Plan amendment that will generate significant amounts of traffic (such as 100 or more peak hour trips).</p> <p><i>Specific thresholds will be based on location and project type, and exceptions may be granted where the traffic generation is consistent with the assumptions made for this General Plan or traffic studies have been completed for adjacent development and the City knows what mitigation, if any, will ensure that LOS standards will be maintained. The City's new traffic model developed for the 2030 General Plan will facilitate this analysis. Detailed intersection and queuing analyses may be required to determine site specific improvements as circumstances warrant.</i></p>	Planning Dept. with consultant assistance	-Ongoing	-Planning evaluating and requiring when appropriate of new projects that meet the identified thresholds.
<p>C-I-11: Establish and implement additional programs to maintain adequate peak hour LOS at intersections and along roadway segments as circumstances warrant, including the following actions:</p>	-Public Works and Planning and developer	-Ongoing	-To assure acceptable traffic operating standards over time Public Works will conduct on-going traffic counts and City Engineer or Planning will help monitor conditions and apply applicable measures as needed.

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>C-I-12: To increase roadway safety and maintain emergency access between Cedar Lane and Lemoore Avenue:</p> <ul style="list-style-type: none"> • Construct the extension of Cedar Lane to Lemoore Avenue as a two-lane collector roadway with restricted access on Lemoore Avenue to only allow northbound left, southbound right, and eastbound right turn movements; • Construct a center median along Lemoore Avenue to restrict all other movements (such as eastbound left turns from Cedar Lane onto northbound Lemoore Avenue). Further, do not provide any pedestrian crossings of Lemoore Avenue at this location; • Provide crosswalks across Cedar Lane at Lemoore Avenue; • Provide a stop control sign on the Cedar Lane approach to the intersection with Lemoore Avenue. No signalized traffic controls will be provided on Lemoore Avenue; and • Cul-de-sac Larish Street approximately 220 feet west of Lemoore Avenue to eliminate cut-through traffic and better facilitate southbound left turn movements into the High School parking lot. 	-Public Works, City Engineer, Planning, and Caltrans	-2009-2012	<p>-Some design concepts done at Cedar at Lemoore Avenue in 2008 to not include cul-de-sacing of Larish Street as shown in General Plan and need to be reviewed by Caltrans due to close proximity to interchange</p> <p>-If this policy is not implemented with Cedar Lane extension, the environmental review will have to be re-evaluated and adequate notices sent to the neighborhood.</p> <p>-Timing of 19th Avenue @ Highway 198 Interchange needs to be taken into consideration</p>
<p>C-I-13: Continue to require that new development pay its fair share of the costs of street and other traffic improvements based on traffic generated and its impact on traffic service levels.</p>	-City Manager's Office	-2007 & 2011 -2010	<p>-Eastside streets and thoroughfares impact fees updated in 2007 and have an annual cost index but will need to update fees to be in compliance with 2030 General Plan land use designations.</p> <p>-2010 anticipates completing Westside Traffic Impact Fee study & schedule and will contain automatic annual adjustments.</p>
<p>C-I-14: Establish city-wide traffic impact fees to provide additional funding for transportation improvements needed to serve new development, including new interchanges and ramps. Provide for automatic annual adjustments in traffic fees to reflect increases in construction costs (e.g. materials, rate of inflation, etc.).</p>	-City Manager's Office	-See above	-See above
C-G-6: Improve commercial goods movement.			
C-G-7: Support the San Joaquin Valley Railroad operations.			
C-G-8: Support the activities of the Joint Powers Authority of the Cross Valley Rail Corridor, which include freight and passenger rail goals.			

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
C-I-15: Designate specific truck routes to provide for movement of goods throughout the City, ensure that adequate pavement depth, lane widths, and turn radii are maintained on the designated truck routes, and prohibit commercial trucks on non-truck routes except for direct deliveries.	-Public Works, City Engineer and Police Depts.	-Current -Ongoing	-Figure 4-4 in the General Plan identifies existing and proposed truck routes. -Police and Public Works need to appropriately sign and enforce existing and new truck routes if they are not adequately in place.
C-I-16: Require the truck route street designs on Idaho and Iona Avenues and others to match the estimated truck weight and include unloading and turning movement for safe and efficient goods delivery.	-Public Works and City Engineer	-Ongoing	-Should evaluate as new developments proposed or City carries out projects in this area
C-I-17: Ensure that truck and tractor vehicle overnight parking is designated at key freeway-oriented locations to avoid truck parking in residential neighborhoods. <i>These truck parking locations will be shielded from view with landscaping and trees, when possible.</i>	-Police Dept. and others as appropriate	-Ongoing	-Unknown
C-I-18: Re-route truck routes to avoid residential neighborhoods and schools, where feasible: <ul style="list-style-type: none"> • Obtain adequate right of way on East D Street, widen where necessary due east of Lemoore Avenue, and re-route the existing truck route along East Bush Street to East D Street to increase safety by the High School; and • Reevaluate designated truck routes when the new 19th Avenue or 21st Avenue/Marsh Drive interchanges are constructed on SR-198. 	-Police, Public Works, and Planning Depts.	-2006 -2010 -Future	-Mobil station dedicated appropriate ROW and installed some of the curb and gutter in appropriate locations and relocated the traffic signal. -Popeye's project requires 7' ROW dedication along "D" and 2" along Lemoore without the moving of curb & gutter. -Westside evaluate in future
C-I-19: Work with Amtrak California and the San Joaquin Valley Railroad in the planning for freight service, train schedules, proposed stations, railroad crossings, and other issues of interest to the City in line with the General Plan discussion. <i>The City will support the activities of the Cross Valley Rail Corridor Joint Powers Authority, which include freight and passenger rail goals outlined in the 2004 Passenger Rail Feasibility Study.</i>	-Redevelopment, Planning and City Manager's Depts.	-Ongoing -2009	-Redevelopment has had ongoing conversation with the railroad to address issues as they arise. -City of Hanford joined the JPA and JPA submitted letters supporting a high speed rail station east of Hanford that intersects the Cross Valley rail-line.
C-G-9: Promote improved transit service and the development and use of park-and-ride facilities for commuters.			
C-I-20: Coordinate with Caltrans and Kings Area Rural Transit to identify and implement Park & Ride sites with convenient access to public transit. <i>Park & Ride areas should include secure parking for cars, motorcycles, and bicycles, and have minimal impact on neighborhoods.</i>	-Redevelopment, Planning and City Manager's Depts.	-Past -Future	-In past, City allowed carpoolers to park at the Depot and 19 th Avenue Park so long as it does not negatively impact City facilities. -May look to incorporate future opportunities as they arise.

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>C-I-21: Work with Kings Area Rural Transit to situate transit stops and hubs at locations that are convenient for transit users, and promote increased transit ridership through the provision of benches, bike racks on buses, and other amenities.</p> <p><i>This will include identifying existing underserved neighborhoods and new areas under development that will need transit service. The Kings County Association of Governments conducts annual transit needs public hearings where the City and the public may express their transit needs.</i></p>	-Public Works, Parks and Recreation, Planning, Public and others as appropriate	-2010	-Many new shelters and benches installed throughout town after public hearing held at City Council and posted at each proposed location. Public hearing added one new bench on Liberty.
<p>C-I-22: Work with Kings Area Rural Transit to provide accessible, well-lighted and attractive bus shelters that are compatible with surrounding neighborhoods.</p> <p><i>Bus shelters should be located within landscape easement areas adjacent to the pedestrian sidewalks and incorporate features that are handicapped-friendly. They should be designed to discourage overnight sleepers and withstand vandalism. The City will work with KART on the issue of sharing responsibility on the upkeep of these shelters and incorporate them as part of its Capital Improvements Plan, if necessary.</i></p>	-Parks and Recreation, Planning Department, RDA and others as appropriate	-2010/11	-Funding of \$50,000 was allocated in FY 2009/2010 RDA Budget; however no funding was expended. Therefore, these funds have been carried over to the 2010/2011 RDA Budget.
C-I-23: Provide incentives for City employees to commute by public transit, car-pool, or use alternative fuel technology vehicles.	City Manager's Office	-Future	-Not on radar yet.
C-I-24: Offer alternative work hours and telecommuting when appropriate to City employees to reduce VMT and trips to work.	City Manager's Office	-Future	-Not on radar yet.
C-I-25: Purchase hybrid gasoline-electric, bio-diesel fuel or electric vehicles for the City fleet.	-City Manager	-Through 2010 -2010/2011 -Ongoing	-City has already purchased 11 electric vehicles and will purchase another 3 in 2010. -City has received mitigation and grant funds in partnership with the local area schools to construct a CNG slow & fast-fill facility on Iona -City annually replaces vehicles with more fuel or energy efficient features.
<p>C-I-26: Ensure that new development is designed to make public transit a viable choice for residents. Options include:</p> <ul style="list-style-type: none"> • Locate medium-high density development whenever feasible near streets served by public transit; and • Link neighborhoods to bus stops by continuous sidewalks or pedestrian paths. 	-Planning Dept.	-Ongoing	-Multi-family designated property generally located on arterial or collector streets which are most likely to either be included currently or in the future along the bus route. -Evaluate need and connectivity for bus stops as projects move forward.

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>- Objective 15 on page 10: “Implement the projects identified in the 2005 Kings County Regional Bicycle Plan“ (shown on pgs. 43 – 45 and pgs. L-1 to L-NP) and include the following general segments:</p> <ul style="list-style-type: none"> o Cinnamon Drive from 19½ Avenue to Hanford-Armona Road o 19th Avenue from Railroad to Highway 198 o Cedar Lane from 19½ Avenue to Vine Street o “C” Street from Olive to Lemoore Avenue o Bush Street from Highway 41 to West Hills College o Bush Street/Daphne from Lemoore Avenue to East “D” Street to RR tracks o Follett Street from “F” Street to Bush Street o Hanford-Armona Road from Highway 41 to E. of Liberty Drive o Iona Avenue from Golf Links Drive to Lemoore Avenue o Silverado from Cedar Lane alignment to 19th Avenue o U.P. Railroad right-of-way from Highway 41 to Lemoore Canal <p>- Figure 4-5 Transit Services and Bikeways map shows additional planned bikeways</p>	<p>Public Works and Planning Depts.</p>	<p>-Ongoing</p> <p>-Ongoing</p> <p>-2009</p> <p>-2010</p>	<p>-As new projects move forward, Planning requires appropriate bikeway improvements along private property frontages.</p> <p>-Public Works determines areas where new striping or signage is needed when developing Capital Improvement Budget every two-years</p> <p>-When street overlay projects are done, bikeway striping done when appropriate in line with bikeway improvements.</p> <p>-No projects were carried out this year</p> <p>-2010 applied for Safe Routes to School grant to provide bike lane along Cinnamon from 19th-Hill</p>
<p>Goal 2 of the Lemoore Bikeway Plan: Provide for a safe system of bikeways, interrelated with other modes of transportation throughout Lemoore and its vicinity.</p>			
<ul style="list-style-type: none"> • -Plan bikeways which avoid conflicts between bicyclists and people using other modes of transportation, including vehicles and pedestrians. • Design bikeways which conform to the standards of width, surface type, etc. included in this Plan. • Develop a continuous maintenance program to ensure bikeways are free of cracks, debris, and vertical or horizontal obstructions. • Design bikeway to minimize physical obstructions including undulations and storm drainage inlets. • Plan bikeways that are separated from roadways which are heavily-traveled roads or designated truck routes. • Develop an appropriate signage pattern to warn pedestrians and drivers when bikeways are shared with other modes of transportation. • Conduct bicycle safety programs in local schools and publicize the Bikeway Plan in the community. 	<p>Public Works and Planning Depts.</p>	<p>-Ongoing</p>	<p>-When updating the 2030 General Plan, unsafe bikeways like Bush St were removed from map and need to be updated when next Regional Bicycle Plan updated.</p> <p>- Figure 4-3 identifies how bikeways should be incorporated into the street system. All collector streets and some arterials stripe minimum 6’ lanes in the streets, while Bike lanes in the street (considered Class II’s) are identified in to be 6’ in width on collector streets.</p> <p>discussions</p> <p>-On Class II bikeways, street sweeping done every other week.</p>

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Goal 3 of the Lemoore Bikeway Plan: Ensure a continuous expansion of the bikeway system in future developments within and around the City.			
<ul style="list-style-type: none"> • -Conduct land use planning so that residential neighborhoods are within convenient bicycling distance from the destination areas. • Develop policies for land dedication and bikeway construction in all new developments in accordance to the Bikeway Plan. • Provide for bicycle support facilities in destination areas such as schools, shopping centers and places of employment. 	Planning	-Ongoing -2011	-New General Plan locates neighborhoods within walking / bicycling distance of parks -As new projects move forward, staff looks at bikeway maps to ensure connectivity to system -Apartments, and large commercial or industrial developments have been required to provide bike racks within their projects. -Policies to be incorporated into Zoning Ordinance updated.
C-I-28: Establish bicycle lanes, bike routes, and bike paths consistent with the General Plan. <i>This would include establishing a new, more specific, Lemoore Bike Map.</i>	-Planning and Public Works Depts.	-Ongoing -2010/11	-As projects are submitted, planning staff evaluates current bikeway maps to see if bike connectivity needs to be added. -In established neighborhoods, Public Works Dept. identifies street striping to be carried out in line with the most recent adopted Bike map. -When updating the Kings County Regional Bicycle Plan, more specific map needs to be developed to better show locations of Class I, II, and III routes.
C-I-29: Increase bicycle safety by: <ul style="list-style-type: none"> • Sweeping and repairing bicycle lanes and paths on a regular basis; • Ensuring that bikeways are delineated and signed in accordance with Caltrans' standards, and lighting is provided, where needed; • Providing bicycle paths or lanes on bridges and overpasses; • Ensuring that all new and improved streets have bicycle-safe drainage grates and are kept free of hazards such as uneven pavement, gravel, and other debris; 	-Public Works Streets Division -Public Works Streets Division and Police Depts.	-Ongoing -Ongoing -Ongoing	-Revise storm grate inlets for bike traffic. -Continue scheduled bike lane striping updates when needed. -Need to be identified and installed

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>C-I-29: (cont.)</p> <ul style="list-style-type: none"> • Providing adequate signage and markings warning vehicular traffic of the existence of merging or crossing bicycle traffic where bike routes and paths make transitions into or across roadways; • Working with the Lemoore Union School districts to promote classes on bicycle safety in the schools; and • Installing large sidewalks along arterial and median parkway streets so that children may ride safely away from traffic (e.g., Lemoore Avenue and Hanford-Armona Road). 	<p>-Police Dept.</p> <p>-Planning & Developers</p>		<p>-PD has bicycle safety pamphlets available to the community and gives safety training as requested. Additionally, Safe Routes to school program awarded to coordinate a walking school bus program for kids with the elementary school.</p> <p>-11 foot shared use sidewalks (which allow both bicycles and pedestrians with separator) made a condition approval on projects adjacent to these conditions as they move forward.</p>
<p>C-I-30: Amend the Zoning Ordinance to require bicycle parking facilities at large commercial and industrial employer sites, including racks and lockers that are integrated into the overall site and building design.</p>	<p>Planning Dept. with consultant assistance</p>	<p>-2008</p> <p>-2011</p>	<p>-Requiring this of new projects as they move forward, such as 2008 Leprino downtown office expansion.</p> <p>-Zoning Ordinance Update with further integrate this policy.</p>
<p>C-I-31: Develop a series of continuous walkways within new office parks, commercial districts, and residential neighborhoods so they connect to one another.</p>	<p>-Planning and Public Works Depts.</p>	<p>-Ongoing</p> <p>-Future</p>	<p>-As projects are submitted, planning staff evaluates and ensures they are included in the project.</p> <p>-In established neighborhoods, Public Works Dept. requires sidewalk when development occurs or street overlay projects done.</p> <p>-In future may also evaluate the need to add sidewalks for ADA compliance.</p>
<p>C-I-32: Provide for pedestrian-friendly zones in conjunction with the development, redevelopment, and design of mixed-use neighborhood core areas, the Downtown area, schools, parks, and other high use areas by:</p> <ul style="list-style-type: none"> • Providing intersection "bulb outs" to reduce walking distances across streets in the Downtown and other high use areas; • Providing pedestrian facilities at all signalized intersections; • Providing landscaping and shade that encourages pedestrian use; 	<p>-Planning and Public Works Depts.</p> <p>-Planning and</p>	<p>-Ongoing</p> <p>-2009-2010</p> <p>-Ongoing</p>	<p>-As projects are submitted, planning staff evaluates and ensures these measures are incorporated in projects as appropriate.</p> <p>-Zoning Ordinance Update will further incorporate this policy.</p> <p>-Safe Routes to Schools grants</p>

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
C-I-32: (cont.) <ul style="list-style-type: none"> • Constructing adequately lit and safe access through subdivision sites; and • Providing mid-block electronic warning lights and signals, where warranted, to inform motorist of the presence of pedestrians at the crosswalk. 	Public Works Depts		are regularly applied for to improve in some already developed areas.
C-I-33: Establish specific standards for pedestrian facilities to be accessible to physically disabled persons, and ensure that roadway improvement projects address mobility or accessibility for bicyclists or pedestrians. <i>The City will incorporate federal and State requirements of the Americans with Disabilities Act (ADA) into standards for circulation access and pedestrian facilities (such as provisions for ramp improvements, curb cuts, audible traffic signals, etc.)</i>	City Manager's Office, Public Works, and Planning	-2009 -2010 -Ongoing	-City completed an Access Compliance Survey Report which identified ADA deficiencies. -ADA Transition Plan will prioritize projects from survey -Accessibility improvements to be accomplished over time by priority as funding is not infinite. -As projects are approved, conditions are added to address ADA deficiencies on private property.
C-I-34: Amend the Zoning Ordinance to include standards in all new development for pedestrian circulation including: patterned concrete sidewalks across vehicular streets, crossing signalization, bulb-outs, bicycle parking and lockers integrated with parking areas, and street lighting.	-Planning with consultant assistance	-2011	-Zoning Ordinance Update will incorporate this policy.
C-G-11: Foster practical parking solutions.			
C-I-35 Ensure that all residential development provides adequate on-site parking for residents and guests. <i>As part of the Zoning Ordinance update, the City will evaluate what best practices exist for parking standards and establish procedures and criteria for requiring that developers provide parking surveys where spillover parking demand could cause neighborhood impacts.</i>	-Planning with consultant assistance	-2008 -2009-2010	-As projects are approved, conditions are added to address any deficiencies. -Zoning Ordinance update will incorporate this policy.
C-I-36: Amend the Zoning Ordinance to require large employers to implement a Traffic Demand Management program that combines parking restrictions with transit or bicycle subsidies, such as promoting carpooling, free bus passes, priority bicycle parking and car share programs. <i>These requirements would apply to businesses employing more than 100 people for any single shift. They also will help the City meet greenhouse gas reduction targets.</i>	-Planning with consultant assistance	-2011	-Zoning Ordinance Update is underway.

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>C-I-37: Amend the Zoning Ordinance to allow shared parking for mixed-uses where peak parking demands do not overlap. <i>Different standards may be established for downtown and mixed-use areas. Shared parking should include residential in its typical nighttime use.</i></p>	-Planning with consultant assistance	-2011	-Zoning Ordinance Update is underway.
<p>C-I-38: Amend the City's Parking Design Standards to promote multiple benefits, including shared parking for mixed-use projects, solar panels on parking structures to generate energy for parking lot lighting, and pervious pavement for parking lots to improve groundwater recharge.</p>	-Planning with consultant assistance	-2011	-Zoning Ordinance Update is underway.
PARKS, SCHOOLS, AND COMMUNITY FACILITIES ELEMENT			
PSCF-G-1 Create and maintain a high-quality public park system for Lemoore			
<p>PSCF-I-1: Establish a goal of 6 acres of parkland per thousand residents to be met by:</p> <ul style="list-style-type: none"> • Dedication and reservation requirements consistent with the Quimby Act, for landscaped open spaces, parks, trail systems, and/or special community service facilities in new residential developments based on a standard of 5 acres of developed parkland per thousand residents; and • A standard of one acre per thousand residents to be met with an impact fee for City-owned and operated parks and special recreation areas that serve all residents. 	-Planning and City Manager	-Ongoing -2011	-Require as a condition of approval as projects move forward to be generally met on-project-site or through City implemented Quimby in-lieu fee ordinance and Community Recreation Impact Fee which have automatically annual increases based on cost indexes. -Incorporate into Zoning Ordinance Update.
<p>PSCF-I-2: Require that at least 75 percent of new residents live within a half mile or less of a public park facility, using the development permit review and approval processes. <i>The only exemptions would be for residents in very low density development.</i></p>	Planning Dept.	-2008 -Ongoing as new subdivisions are submitted	-2030 General Plan Land Use Figure 2-2 quarter mile radius' around each existing or proposed park to ensure this is met. -Will need to consider timelines for future parks based on development's proximity to existing parks.
<p>PSCF-I-3: Require non-residential developers contribute to the City's parks and open space system based on proportional share of needs generated and use of facilities, in compliance with the State Mitigation Fee Act and other applicable laws.</p>	City Manager's Office	-Ongoing & future	-Not yet considered, but could be considered on individual project basis if project creates direct need.

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>PSCF-I-5: Incorporate the following elements into the creation of new community, neighborhood, and pocket parks:</p> <ul style="list-style-type: none"> • A mix of passive and active recreational facilities that meet the needs of citizens of all ages and interests; • Clear pedestrian and bike connectivity between parks and local schools, shops, and other neighborhood resources; • Visual permeability, so the interior of the park is visible from the street; • Parking, when necessary and appropriate, including use of on-street space in and around community and neighborhood parks; • Bicycle parking, storage, and other support facilities; and • Native, drought-tolerant landscaping and water-conserving irrigation systems including “smart” irrigation that utilizes moisture and weather sensor technology. 	-Planning and Parks Depts.	-Ongoing	<p>-The decision for what elements should be placed in parks generally decided prior to new subdivision’s being recorded as a condition of approval, when a pocket park is required</p> <p>-If involving existing parks, these items are developed by the Recreation Commission & staff with recommendation determined in 2-years capital budget by City Council.</p>
<p>PSCF-I-6: Use existing natural and man-made features of the community, such as creeks, canals and railroad corridors when possible to enhance the parks and open space network.</p>	-Planning and Parks	<p>-2010/11</p> <p>-Future idea</p>	<p>-Bicycle Transportation Act grant funds of \$511,800 approved to be used by 2011 to install bikeway along railroad corridor through town, however has been stalled due to lack of cooperation with the Union Pacific Railroad. May be able to provide connectivity along ½ of the original area outside RR if approved by the State to change the scope of the project.</p> <p>-Possible nature trail project to be developed from the back of the College to the old Lemoore Marina.</p>
<p>PSCF-I-7: Develop a system of consistent, recognizable and pedestrian-scale signage for the parks and trail system throughout the City, including bikeways, pathways and sidewalks that link key community resources (e.g. schools, public facilities, and transit) to the parks and open space network.</p>	-Parks, Planning, City Manager, and others	-Future	<p>-May incorporate with future Cross-City bikepath or nature trail project described above.</p> <p>-Will look for future opportunities as they come forward.</p>
<p>PSCF-I-8: Provide lighted facilities for certain specialized community recreation areas (e.g. tennis courts, basketball courts, pathways) in order to extend usable hours. When possible, design electric lighting to be light-sensitive (dims during the day), solar powered, and to allow as little light pollution as possible.</p>	-Parks and City Manager	-Long Term	<p>-Will look for opportunities for funding and technology available.</p> <p>-City pursuing joint use with College and High School to do.</p>

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>PSCF-I-9: Incorporate shallow ponding basins in community parks and large neighborhood parks, where feasible, to promote the efficient use of land.</p> <p><i>A credit toward parkland requirements will allow up to 50 percent of ponding basin land provided by a subdivider to count toward dedication requirements if it will be available for recreation purposes during the spring and summer. Basins that have less recreational availability will only get partial credit toward this goal.</i></p>	Public Works, City Engineer, Parks, and Planning	-As new large scale development is proposed	-Require as a condition of approval for large subdivisions as projects move forward. -2008 Montgomery Crossings project dedicated approximately an acre of land to be incorporated into the existing park/ponding basin of 19 th Avenue Park.
<p>PSCF-I-10: Improve the 19th Avenue Park and other existing parks that are not fully developed with features such as landscaping, trails, children's play areas, and a hedge or wall where the park adjoins the freeway.</p> <p><i>Future improvements made should be based on the ponding requirements and future footprint of the new interchange anticipated to start construction in 2013.</i></p>	Public Works, City Engineer, Parks, Planning, and Caltrans	-2009 -2010 -2010-2013	-2009 1 acre of new improved park/ponding basin space with added to park with Montgomery Crossing Apts. completion -2010 the City is purchasing another 1.15 acres to add to park/ponding basin space -Overall improvements to be done in conjunction with the 19th Avenue interchange project.
<p>PSCF-I-11: Create landscaped open spaces at the main entrances to Lemoore, to include trees, bushes, and other native vegetation.</p> <p><i>This will include the intersection of SR-198 with Houston Avenue, SR-41 off ramp at Bush Street, the intersection of SR-41 and Hanford Armona Road, the entrance at SR-41 south of Idaho Avenue, and the entrance at SR-198 near Marsh Drive/21st Avenue</i></p>	RDA, Planning Department & Developers	-Long-term -2010/11	-As projects come forward, try to integrate if possible. -In choice areas and as funding allows, the City/RDA may pursue a project to provide gateway signage. -RDA has installed "Shop Local" signs at main entrances to Lemoore.
<p>PSCF-I-12: Acquire the land and funding to redevelop the Little League Park, relocating it from its current location on Iona Avenue to the possible park location at Cedar Lane and 19th ½ Avenue or another suitable location.</p> <p><i>The new Little League Park will also serve as a neighborhood park and shall have additional facilities other than baseball. The existing site will not be considered for other land uses until the relocation is complete.</i></p>	RDA, Parks, and City Manager	-2008 -2010 -Until all land acquired and developed	-RDA acquired the DeLaCruz property, which is within the future footprint of the relocated park and is progressing with cleanup issues on site. -2010 the City is purchasing another 1.15 acres to add. -Will acquire additional properties as available, which may also involve cleanup.

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>PSCF-1-13: Adopt and implement a 10-year Parks and Recreation Master Plan to be reviewed biennially and updated quadrennially. <i>The Parks and Recreation Department of Lemoore will be responsible for implementing the Master Plan, and ensuring that the development of parks and recreational facilities proceeds as planned.</i></p>	-Parks Dept.	-Ongoing -Future	-Parks and Recreation Commission and staff constantly reaching out to community to determine needs, wants & desires of the community and work to implement. -Long term plan not on radar yet due to funding & staffing concerns.
PSCF-G-2 Provide superior educational opportunities for all members of the community.			
<p>PSCF-1-14: Develop partnerships with the Lemoore Union Elementary School District, Lemoore Union High School District, private schools, community organizations, and West Hills College to facilitate planning for new school sites and facilities and infrastructure improvements which are compatible with City plans.</p>	City Manager, Public Works, Planning, and schools	-Ongoing -2010	-City Manager working with West Hills College and Lemoore High School (LHS) to try to coordinate future recreational facility partnerships. -City and Lemoore High School put in for a Proposition 84 grant to install lit soccer fields east of stadium.
<p>PSCF-I-15: Develop partnerships with Lemoore Union Elementary School District and Lemoore Union High School District to optimize the joint use of school facilities for community benefit. <i>School playgrounds and grass fields offer excellent opportunities for use by the City during off-school hours to accommodate City-sponsored athletic clubs and the needs of after-school programs. Other school facilities that could be used by the City include auditoriums or cafeterias to host community meetings. Currently, both the elementary and high school districts have joint-use agreements with the City.</i></p>	City Manager, Parks, RDA, and schools	-2008 -Ongoing	-RDA worked with Office of Education to rehab and preserve existing tennis courts on "D" Street for 20 years and has been brokering a shared-use agreement for training rooms during off hours. -City also renewed facility use agreement with LHS. -City Manager working with West Hills College to try to coordinate future recreational facility funding.
<p>PSCF-I-16: Support establishment of vocational and other training programs to prepare Lemoore's residents for employment, in addition to traditional educational opportunities.</p>	Parks, City Manager, and others	-Ongoing -2009/2010 -Future	-Support opportunities as available. -Park Dept. has offered some training classes and jobs at the child day camp program. -Have worked with Kings County Job Training Office to utilize "free" employees in exchange for giving valuable job training. -In future, Parks would like to help provide or facilitate a construction training program.

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
PSCF-G-3: Provide public and cultural facilities that contribute to Lemoore’s positive image, enhance community identity, and meet the civic and social needs of residents.			
<p>PSCF-I-17: Locate new Community Centers in mixed-use Neighborhood Centers, Downtown, or in parks, and offer incentives for developers who set aside land for the development of Community Centers.</p> <p><i>The incentives could include density bonuses (units, or increases in maximum non-residential floor area) or transfers of development rights from land dedicated for this purpose.</i></p>	<p>-Planning, Parks, City Manager</p>	<p>-2009</p> <p>-2010/11</p> <p>-2009/10 & Long term</p>	<p>-Teen Center has been closed due to lack of funding for staffing.</p> <p>-Wrestling and boxing activities added to the Cinnamon Municipal Complex (CMC) facility.</p> <p>-Parks developing a plan to move recreation to CMC in order to expand recreation opportunities.</p> <p>-RDA purchase and is clean up 2 properties to incorporate into future Little League site adjacent to Bevelaqua Park facility, which if more property were purchased may be able to accommodate a Community Center.</p>
<p>PSCF-I-18: Support the development of a range of cultural and arts facilities, such as museums, performing art centers and art exhibition spaces throughout the City.</p> <p><i>The City will promote artistic and cultural activities by: 1) offering incentives to developers who set aside land for the development of cultural facilities, 2) allowing the use of City venues for art exhibitions and cultural performances by non-profit groups, 3) identifying grants and funding sources for arts and cultural projects, and 4) encouraging community participation in art and cultural events.</i></p>	<p>-City Manager</p> <p>-Parks</p> <p>-Parks</p> <p>-Parks</p>	<p>-2008</p> <p>-2009</p> <p>-Ongoing</p> <p>-Ongoing</p>	<p>-City allowed for a 20-year use of CMC, free of charge, for a Navy Museum, which was later abandoned due to limited timeframe to use the Complex given the investment needed</p> <p>-Parks added a theater component to Summer Daycamp</p> <p>-Parks helps coordinate rotating art display for the community in the Council Chamber foyer.</p> <p>-City maintains grass areas at Sarah A. Mooney Memorial Museum and provides storage of rummage sale items at CMC.</p>
<p>PSCF-I-19: Work with the Lemoore Branch Library and Kings County to ensure library facilities are adequate to meet current and future needs and to implement supplemental funding programs, if warranted.</p>	<p>-City Manager and Parks</p>	<p>-Ongoing</p> <p>-2010/11</p>	<p>-Will look for opportunities.</p> <p>-Parks is coordinating with the Library to create a “Teen Library” at CMC with anticipated move to Cinnamon Municipal Complex.</p>

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PSCF-I-20: Work with health care providers to maintain a full range of health care facilities and services designed to meet regional and community needs.	-City Manager, Planning, Parks, Senior Center, developers and others	-Ongoing	-May incorporate with senior housing project's community centers. -Will look for opportunities as they become available.
PSCF-I-21: Facilitate the provision of safe, affordable, and quality elder care facilities, child care services and transitional housing for families who reside or work in Lemoore. <i>The City will work with Kings County, non-profit, and for-profit organizations to provide quality services to children and the elderly, as well as homeless individuals and families in need.</i>	-City Manager, Parks, Planning and others	-2008 -2009 -Ongoing	-City received grant funds, purchased, renovated, and turned over the keys to KCAO for a new child and senior daycare facility. -In 2009 the Hanford senior daycare did close, and those participants moved to the Lemoore facility. -Future project/programs not on radar yet.
PSCF-I-22: Ensure accessibility for disabled persons to all buildings offering public health and social services, consistent with the Americans for Disabilities Act of 1990.	City Manager's Office and Building Maintenance	-2009 -2010 -2011 and beyond to implement all improvements	-City completed an Access Compliance Survey Report which identified ADA deficiencies. -ADA Transition Plan will prioritize projects from survey -Accessibility improvements to be accomplished over time by priority as funding is not infinite.
PSCF-I-23: Make provisions for houses of worship and pre-school facilities in new residential areas on arterial or collector streets, and simplify the approval process for these uses.	Planning Dept. with consultant assistance	-2008 -2011	-Residential ordinance updated which simplifies churches approvals of accessory buildings -Zoning Ordinance Update will incorporate.
PUBLIC UTILITIES ELEMENT			
PU-G-1: Maintain and enhance water resources to ensure that Lemoore has an adequate, affordable, water supply to sustain the City's quality of life and support existing and future development—without jeopardizing water supply for future generations.			
PU-G-2: Conserve water through supply-side efficiencies and water conservation programs.			
PU-I-1: Update the City's Urban Water Management Plan every five years and ensure its contents are consistent with the California Water Code and General Plan policies, including prioritization and identification of funding sources.	-Public Works and City Engineer	-2011	-Plan to be update and will provide for water demand and management measures

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<p>PU-I-2: Provide and maintain a system of water supply distribution facilities capable of meeting existing and future daily and peak demands, including fire flow requirements, in a timely and cost effective manner.</p>	-Public Works and City Engineer	Ongoing	-Following water master plan with well improvements as defined in CIP
<p>PU-I-3: Monitor the demands on the water system and, as necessary, manage development to mitigate impacts and/or facilitate improvements to the water supply and distribution systems.</p>	-Public Works and City Engineer	-Ongoing -2010	-Comply with Master Plan -City Engineer created design to reduce arsenic levels below the Federal standard of 10 ppb by adding additional parallel lines, tanks, and wells to blend various water sources.
<p>PU-I-4: Continue to support the Laguna Irrigation District's ground water recharging (water banking) efforts, in consultation with the State Department of Water Resources and county water management authorities.</p> <p><i>Water banking is a technique where water that is not immediately needed is stored – typically in underground aquifers – for future use. The Laguna Water District currently stores excess water from the Kings River.</i></p>	-Public Works and City Engineer	-On going	-Water banking done with Laguna when excess water is available.
<p>PU-I-5: Require that necessary water supply infrastructure and storage facilities are in place concurrently with new development, and approve development plans only when a dependable and adequate water supply for the development is assured.</p>	-Public Works, City Engineer, and Planning	-Done when development occurs	-Will analyze with CEQA analysis and require appropriate improvements if capacity is not available, also accounted in impact fees.
<p>PU-I-6: Require water meters in all new development.</p>	-Building Dept.	Ongoing	-Required
<p>PU-I-7: Require all major new development projects with more than 200,000 square feet of floor area overall to have a water management plan, in accordance with State law:</p> <ul style="list-style-type: none"> • Large projects will be required to submit planting plans, irrigation plans, schedules, and water use estimates for City approval prior to issuance of building permits; • Industrial projects will be required to submit water recycling plans and irrigation plans for proposed landscaping. <p><i>Pursuant to policies under Water Conservation in Chapter 7: Conservation and Open Space, the City will establish water conservation standards and guidelines so that conservation efforts are addressed early in the design process. This requirement will apply to development where the total floor area would exceed 200,000 square feet</i></p>	-Planning , Building and City Engineer	-Ongoing -2011	-Will analyze with CEQA analysis and require as a condition of approval where appropriate. -Zoning Ordinance will further incorporate.
<p>PU-I-8: Require water bubblers for street trees, separate from surface irrigation used for turf.</p>	Planning, Public Works & Parks Depts. & Consultant	-Ongoing -2011	-As projects come forward, will require in conditions of approval. -Zoning Ordinance Update will incorporate.

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<p>PU-I-9: Promote the use of evapotranspiration (ET) water systems in irrigating large parks and large landscaped areas.</p> <p><i>ET water systems are "smart water systems" that can be programmed with data such as the type of soil, slope of landscape, type of vegetation, and daily weather conditions, so that they can automatically adjust irrigation schedules based on those conditions. The result is lower water bills and a healthier environment.</i></p>	-Parks	-2008 -Ongoing	-Converted City Park to this water system -Will consider other project as funding available.
<p>PU-I-10: Require that developers of agricultural land to be annexed to the City offer the water rights associated with this land to the City.</p>	-Planning and Manager	-When annexation proposed	-Have not annexed land in over 12 years.
<p>PU-I-11: Revise regulations to allow the safe use of reclaimed water ("gray water") by homes and businesses where feasible. Examples of areas where "gray water" might be safely used include:</p> <ul style="list-style-type: none"> • Irrigation of parks and residential yards, and irrigation for farming; • Cooling towers and HVAC systems in commercial or industrial buildings; and • Water cisterns in flush toilets. 	-Public Works and City Engineer	-Unknown at this time	-Not on radar yet, but may be problematic to implement while maintaining adequate flow through very gentle sloping sewer lines, as many of them can only slope to 5-14' below grade due to shallow water table.
<p>PU-I-12: Establish and implement a program of cooperative surface water use with local water purveyors and irrigation districts to retain surface water rights and supply following annexation and urban development so as to protect against aquifer overdrafts and water quality degradation.</p>	-City Manager, Public Works, and City Engineer	-Unknown at this time	-Surface water not on radar yet.
<p>PU-I-13: Promote the continued use of surface water for agriculture to reduce groundwater table reductions.</p>	-City Manager, Public Works, and City Engineer	-Current	-Laguna District and West Lake Farms water trade and reuse
<p>PU-I-14: Drill additional wells within the City when other water supply alternatives are not feasible and demand warrants their development.</p>	-Public Works and City Engineer	-2009-2010	-ARRA (American Recovery & Reinvestment Act) funds will help provide two additional wells tied to the arsenic reduction program discussed in PU-I-3
<p>PU-G-3: Ensure that adequate wastewater collection, treatment, and disposal facilities are provided in a timely fashion to serve existing and future needs of the City.</p>			
<p>PU-I-15: Maintain existing levels of wastewater service by expanding treatment plant and disposal facilities as required by growth and by the Regional Water Quality Control Board.</p>	-City Manager, Public Works, and City Engineer	-2008	-Leprino Foods expanded pre-treatment facility which gave wastewater plant additional capacity for the community.
<p>PU-I-16: Update the Wastewater Master Plan by 2010 and construct planned facilities to serve development under this General Plan.</p>	-Public Works and City Engineer	-2012	-Update scheduled for 2012

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<p>PU-I-17: Establish impact fees and sewer rates adequate to finance required wastewater treatment and disposal facilities upgrades or replacements.</p>	-City Manager, Public Works, and City Engineer	-2008 & Ongoing	-City Council raised sewer rates to start saving for a down payment on a \$60-\$75 million new wastewater facility when required by the State for a 6 million gallon facility.
<p>PU-G-4: Manage solid waste such that City needs are met, opportunities for waste reduction and recycling are maximized, and the best possible service is provided to the citizens and businesses of Lemoore.</p>			
<p>PU-I-18: Adopt standards and screening criteria for refuse collection and recycling areas in commercial, industrial and multi-family residential buildings. <i>These requirements will apply to new development and to major alterations and additions.</i></p>	-Public Works Refuse Division	-2008-2009 -Ongoing	-Trial programs in place for multi-family and commercial. -Standards will be developed from these trials.
<p>PU-I-19: Continue to require property owners to provide recycling containers in refuse collection areas that are within buildings or screened so as not to be visible from public streets and residential neighborhoods.</p>	-RDA Code Enforcement and Planning Department	-Ongoing	-Code enforcement proactively enforces the municipal codes related to the proper storage of refuse containers. In addition, notices have been placed in City utility bills and courtesy letters to inform residents of these codes. -Planning should require proper storage areas of all new development projects.
<p>PU-I-20: Reduce waste production by using post-consumer recycled paper and other recycled materials in all City operations.</p>	City Manager and Purchasing Dept.	-Ongoing	-May need to evaluate as some newer copier machines are not able to use.
<p>PU-I-21: Implement programs to reduce waste at home and in businesses through public education efforts that use many different forms of communication. <i>Avenues of communication of waste reduction and conservation messages may include advertisements in local newspapers, radio advertisements, large flashy stickers on public refuse bins, articles on the City website or in the City newsletter, or posters in retail establishments that sell recyclable products.</i></p>	Public Works and Refuse Division	-2008 -Ongoing	-Administrative Analyst in dept. did extensive public education when new blue can program started in 2008. -Will continue outreach
<p>PU-I-22: Amend local ordinances to further support KWRA requirements for proper handling and storage of solid waste and recyclables and diversion of solid waste from landfills. <i>The Kings Waste Recycling Authority has lead responsibility for this program.</i></p>	Public Works and Refuse Division	-2008	-Section 4-1-4-E of the Lemoore Municipal Code delineates solid waste separation practices for the community.
<p>PU-I-23: Explore ways to provide financial incentives for recycling by reducing the cost for recycling and increasing the cost for garbage disposal.</p>	Public Works and Refuse Division	-Ongoing	-Recycling provided at less cost than regular garbage can rate.

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
COS-I-7: Work with Kings County to preserve State-designated Prime Farmland, retain agricultural use designations and encourage the continuation of farming activities outside the City.	-Planning Dept. in coordination with Kings County and LNAS	-2009-future	-See response in COS-I-1
COS-I-8: Require developers to prepare detailed stormwater run-off analyses and mitigation plans for any new development adjoining existing Prime Farmland, grassland or wetlands.	-Public Works -Planning	-Ongoing	-SWEPPE plans currently required for projects over one acre size for handling pre and post construction storm water run off. -As projects move forward, Planning will asks Public Works to evaluate when this policy needs to be applied.
COS-I-9: Require developers to inform subsequent buyers of potential continued agricultural production and the lawful use of agricultural chemicals, including pesticides and fertilizers adjacent to the new development site. <i>A "Right to Farm" acknowledgement will be required of all purchasers of lots adjacent to farmland.</i>	-Planning	-Ongoing	-When project approved adjacent to farmland, conditions of approval added require a Right-to-Farm disclosure be recorded on the property and passed on to all subsequent property owners.
COS-G-6: Protect wetlands as necessary components to the regional ecological system and as vital and unique habitats.			
COS-G-7: Protect rare and endangered species.			
COS-I-10: Require protection of sensitive habitat areas and "special status" species in new development in the following order: 1) avoidance; 2) onsite mitigation, and 3) offsite mitigation. Require assessments of biological resources prior to approval of any development within 300 feet of any creeks, sensitive habitat areas, or areas of potential sensitive status species.	-Planning Dept.	Ongoing	-CEQA analysis review current biological maps from Kings County to ensure project will not affect special status species. If species involved will look to implement appropriate mitigation measures.
COS-I-11: Periodically monitor existing and future stormwater drainage system pre-treatment and flows entering wetlands. The City will impose monitoring requirements as part of development projects' mitigation monitoring and reporting requirements under CEQA where a project could have a potentially significant impact on wetlands.	-Public Works and City Engineer	-Future	-West Hills College site is the only development adjacent to the wetlands project now. -When the Victory Village project begins construction, storm water basins are proposed close to the wetlands and should be tested when appropriate. The City should also evaluate impacts during next phase of development out at the college.

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
COS-I-12: Require drainage basin buffers, maintenance of adequate water supply and reduced disturbance of the water table and wetlands systems.	-Public Works and City Engineer	-Future	-City Engineer needs to evaluate as infrastructure plans are being reviewed.
COS-I-13: Establish a “no net loss” standard for sensitive habitat acreage, including wetlands and vernal pools potentially affected by development. <i>The City will required that assessments are conducted by a qualified biologist to determine the presence or absence of any sensitive resources, to assess the potential impacts, to identify measures for protecting the resource and surrounding buffer habitat and to ensure that the no net loss standard is achieved and maintained.</i>	-Planning, Public Works, City Engineer, and City Manager	-Past -Future	-More than five years ago the City completed a wetlands restoration project containing approximately 870 acres SW of West Hills College outside City limits to start to address this issue in advance. -When projects are in or near these sensitive areas, Planning will require appropriate studies.
COS-I-14: Consult with trustee agencies (California Department of Fish and Game, U.S. Fish and Wildlife Service, the U.S. Army Corps of Engineers, Environmental Protection Agency, and Regional Water Quality Control Board) during environmental review when special status species, sensitive natural communities, or wetlands or vernal pools may be adversely affected.	-Planning, Public Works, City Engineer, and City Manager	-Future	-When projects are in or near these sensitive areas, Planning will send CEQA review notices to these trustee agencies.
COS-I-15: Prohibit the use of invasive plant species, such as Pampas grass, adjacent to wetlands and other sensitive habitat, where such landscaping could adversely impact wildlife habitat.	-Planning, Public Works, and Parks	-Future	-When projects are in or near these sensitive areas, Planning will add requirement to conditions of approval with other City Depts. ensuring it is carried out.
COS-G-8: Preserve and improve the quality of the groundwater supply.			
COS-G-9: Manage storm drainage to protect agricultural areas, habitats, and the ground water supply.			
COS-G-10: Conserve water through system-wide efficiencies, techniques and community programs.			
COS-I-16: Develop programs to monitor the quality of local groundwater and runoff that discharges directly into waterways to prevent pollution, in conjunction with federal, State, local agencies, and the private sector	-Public Works and City Engineer	-Ongoing	-SWEPPE plans are required for sites over an acres to address during and after construction stormwater drainage quality in conformity with the Regional Water Quality Control Board rules.
COS-I-17: Protect groundwater recharge areas by carefully regulating the type of development within and adjacent to these areas. <i>Conditions of approval may include the limitation of structural coverage and impervious surfaces and prohibition of uses with the potential to discharge harmful pollutants, increase erosion, or create other impacts degrading water quality.</i>	-Public Works and City Engineer	-Ongoing	-Laguna Irrigation District contracts put back stormwater into their recharge facilities when excess water available.

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>COS-I-18: Update, monitor and implement the City's Storm Drainage Master Plan.</p> <p><i>As part of the Master Plan, the City will update storm drain maps to identify locations where easements should be reserved for the eventual installation of pipes and structures to ensure appropriate system management.</i></p>	-Public Works and City Engineer	-2011	-Anticipated update to start in 2011.
<p>COS-I-19: Establish and implement a storm drainage fee in conjunction with the recreation impact fee to acquire and develop combined pond basin/park sites and/or other drainage facilities to mitigate growth impacts.</p>	-City Manager's	-Ongoing	-Colgun Impact Fee Study adopted in 2007 incorporates this fee which has annual index increases.
<p>COS-I-20: Require temporary on-site storm drainage basin in subdivisions and other development proposals, if needed, until storm drainage plans for that area are completed and formal connections are implemented. Design should take into consideration the properties of soils on the site.</p>	-Planning, Public Works, and City Engineer	<p>-2008-future</p> <p>-2009</p> <p>-Near-term</p> <p>-Ongoing</p>	<p>-City purchased one temporary ponding site, installed appropriate permanent facilities and re-used the temporary lot for affordable housing. This process should be continued elsewhere in future.</p> <p>-Storm drainage line behind new St. Peters church to Heritage Park has been connected to ponding basin</p> <p>-City will need to work with Auto Zone owners to remove temporary facility.</p> <p>-Victory Village and West Hills College plans do some of this.</p> <p>-Others can be considered where appropriate but need to avoid creating mosquito havens.</p>
<p>COS-I-21: Require developers to construct and maintain permanent water control facilities (storm water basins or retention ponds) for new development in the Westside and other areas deemed necessary by the City Engineer, to control storm water and protect areas from flooding. Facilities shall incorporate the following:</p> <ul style="list-style-type: none"> • A fenced "low-flow" area to contain potential contaminants; Regularly-tilled top soil to maintain good percolation; • When feasible, storm drainage facilities to channel water into the re-created wetlands which currently lack sufficient water to survive; • Other design features consistent with the Regional Water Quality Control Board's Best Management Practices. <p><i>Soils at the bottom of retention ponds will be periodically checked for concentrations of contaminants. Contaminated soil shall be disposed in an environmentally-friendly manner.</i></p>	-Planning, Public Works, and City Engineer	-Ongoing	-This has occurred for West Hills College, will occur at the future Victory Village project and may be considered for the Walmart Project and be incorporated into the conditions of approval.

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
COS-I-22: Require on-site storm drainage to drain away from the streets in areas with no curbs and gutters.	-Planning, Public Works, and City Engineer	-Ongoing	-Will require with conditions of approval where appropriate.
COS-I-23: Continue to prohibit septic tanks and drain fields to prevent pollution of subsurface water resources.	-Planning, Public Works, and Building Depts and Kings County	-Ongoing	-Lemoore has prohibited for a while and a few years ago Kings County prohibited around city fringe due to the shallow water table being subject to contamination. -City has allowed single family individual users to put in which may be problematic. Unsure if required to allow by State or other laws which should be looked into.
COS-I-24: Control use of potential water contaminants through inventorying hazardous materials used in City operations, listing possible changes that can be made, educating City employees, and designing and implementing a re-placement/reduction program.	-Parks, Public Works, and Water Depts.	-Ongoing -As opportunities	-City hazardous material is kept in controlled areas and only trained personnel are given access to use of such (i.e. chlorine, oils, fuels, pesticides, cleaning solutions/solvents, paints, -Look for opportunities in future as products become economically viable option.
COS-I-25: Reduce the use of pesticides, insecticides, herbicides, or other toxic chemical substances by households and farmers by providing education and incentives for Integrated Pest Management (IPM) practices.	-Parks, Public Works, and City Manager	-Future	-Look for opportunities in future as products become economically viable option
COS-I-26: Establish water conservation guidelines and standards for new development and for municipal buildings and facilities. <i>The City also will develop and maintain a list of water conservation technologies, methods, and practices.</i>	-Public Works and possibly the City Engineer	-Ongoing	-City Council adopted the State's "Water Efficient Landscape of Choice" ordinance which will apply to new projects to conserve water. -As funding is available, should look to convert areas to be more conservation sensitive.

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>COS-I-27: Become a signatory to the California Urban Water Conservation Council and implement all Demand Management Measures as soon as they become feasible.</p> <p><i>The California Urban Water Conservation Council is a non-profit organization whose goal is to integrate urban water conservation Best Management Practices (BMPs) into the planning and management of California's water resources. Since its inception in 1991, 384 urban water agencies and environmental groups have pledged to develop and implement fourteen comprehensive conservation BMPs.</i></p>	City Manager and City Council	-Future	-Not on radar, will need a study session to consider.
<p>COS-I-28: Develop a schedule for the retrofitting of existing public buildings with water conservation features, and budget accordingly.</p>	-Parks, Public Works, and Building Maintenance	-Ongoing	-Replaced as necessitated -Parks working towards smart irrigation systems in parks when funding available.
<p>COS-I-29: Annually check for leaks throughout the City's main water supply and distribution system, and initiate repairs when necessary to reduce water waste.</p>	-Parks, Public Works	-Ongoing	-Investigate and implement as water usage falls out of norm. -Sometimes difficult to track because many City sites do not have meters which could help track water usage.
<p>COS-I-30: Consider establishing rebate and/or incentive programs for the replacement of leaking, aging and/or inefficient plumbing with more efficient, water saving plumbing and for the use of water efficient landscaping.</p>	City Manager, City Council, Water Dept.	-Future	-May consider evaluating an excessive water usage fee to implement water conservation projects Citywide as well as fund those who use less than a baseline.
<p>COS-I-31: Educate the general public about the importance of water conservation, water recycling and groundwater recharge through the following means: Making water production and treatment facilities available for tours by schools or organized groups; Encouraging educators to include water conservation in their curriculums; Providing tips to business groups on water conservation and recycling. <i>The City may solicit assistance from environmental groups, the Lemoore Elementary and High School Districts, and/or concerned citizens to provide education materials or staff time for these public outreach programs.</i></p>	-Public Works -Parks	-2008 -2009 and beyond	-Previously sent out flyers with water billing annually. -Also sent out a water quality report, which includes conservation measures, in City newsletter -Will now incorporate above flyer and reports as one document with utility billing annually. -2009 Summer Day camp incorporated water conservation component in their program. -Helping citizens set irrigation timers to be more efficient with water.
<p>COS-G-11: Identify and preserve the archaeological and historic resources that are found within the Lemoore Planning Area.</p>			

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>COS-I-32: Establish an inventory of historical buildings in Lemoore, including schools, churches, commercial buildings, public buildings, and residential buildings.</p> <p><i>A historic preservation checklist is the primary planning tool used to identify, record, and evaluate historic properties within a community, neighborhood, project area, or region. The checklist may include items to determine a building's architectural significance, age, historic importance, structural integrity, cost of restoration and other attributes. The inventories generated from these survey activities form an important component in local preservation programs, and ultimately contribute to local knowledge of historical resources</i></p>	-Planning and others	-Current -Future	-Table 7.5 of the General Plan provides a list of locally designated buildings of historic significance. -An inventory of potential landmarks and historic buildings should be conducted as opportunity and/or funding made available.
<p>COS-I-33: Require that new development analyze and avoid potential impacts to archaeological, paleontological, and historic resources by: Requiring a records review for development proposed in areas that are considered archaeologically or paleontologically sensitive; Determining the potential effects of development and construction on archeological or paleontological resources (as required by CEQA); Requiring pre-construction surveys and monitoring during any ground disturbance for all development in areas of historical and archaeological sensitivity; and Implementing appropriate measures to avoid the identified impacts, as conditions of project approval.</p>	-Planning and Building Depts.	-Ongoing	-Under CEQA, usually require that should historical, archaeological, or paleontological resources be accidentally discovered during construction, grading activity in the immediate area shall cease and materials and their surroundings shall not be altered or collected and a qualified archaeologist or paleontologist must make an immediate evaluation and avoidance measures or appropriate mitigation.
<p>COS-I-34: If, prior to grading or construction activity, an area is determined to be sensitive for paleontological resources, retain a qualified paleontologist to recommend appropriate actions. Appropriate action may include avoidance, preservation in place, excavation, documentation, and/or data recovery, and shall always include preparation of a written report documenting the find and describing steps taken to evaluate and protect significant resources.</p>	-Planning and Building Depts.	-Ongoing	-If project area falls in this category condition of approval would be added to meet this policy.
<p>COS-I-35: Provide technical assistance with the registration of historic sites, buildings, and structures in the National Register of Historic Places, and inclusion in the California Inventory of Historic Resources.</p>	Planning and Sarah A. Mooney Memorial Museum	-Ongoing	-Will assist and direct questions as appropriate.
<p>COS-I-36: Adopt a Landmarks and Historic Preservation District Overlay Zone or Ordinance to preserve all City-, State-, and federally-designated historic sites and structures to the maximum extent feasible.</p>	Planning	-2011	-Should include in Zoning Ordinance Update.

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>COS-I-39: Support State efforts to reduce greenhouse gases and emissions through local action that will reduce motor vehicle use, support alternative forms of transportation, require energy conservation in new construction, and energy management in public buildings.</p> <p><i>By proposing compact development, mixed use centers, walkable neighborhoods, green building technology, and jobs-housing balance, the City will be helping to implement many of the strategies and programs in the San Joaquin Valley 2007 Ozone Plan.</i></p>	<p>-Planning</p>	<p>-Ongoing</p> <p align="center">-2011</p>	<p>-New 2030 General Plan has policies addressing these issues as well as adds a new higher density residential land use designation and requires minimum residential density standards be implemented (which should reduce vehicle miles traveled).</p> <p>-Staff has been participating in the Regional Blueprint process which is anticipated to further incorporate these practices and its policies need to be incorporated into the General Plan.</p>
<p>COS-I-40: Prepare a Greenhouse Gas Emissions Reduction Plan, focusing on feasible actions the City can take to minimize the adverse impacts of Plan implementation on climate change and air quality. The Plan will include but will not be limited to:</p> <ul style="list-style-type: none"> • An inventory of all known, or reasonably discoverable, sources of green-house gases (GHGs) that currently exist in the City and sources that existed in 1990. In determining what is a source of GHG emissions, the City may rely on the definition of "greenhouse gas emissions source" or "source" as defined in Section 38505 of the California Global Warming Solutions Act ("AB 32") or its governing regulations. The inventory may include estimates of emissions drawing on available information from to state and regional air quality boards, supplemented by information obtained by the City. • A projected inventory of the new GHGs that can reasonably be expected to be emitted in the year 2030 due to the City's discretionary land use decisions pursuant to the 2030 General Plan Update, as well as new GHGs emitted by the City's internal government operations. The projected inventories will include estimates, supported by substantial evidence, of future emissions from planned land use and information from state and regional air quality boards and agencies. • A target for the reduction of those sources of future emissions reasonably attributable to the City's discretionary land use decisions under the 2030 General Plan and the City's internal government operations, and feasible GHG emission reduction measures whose purpose shall be to meet this reduction target by regulating those sources of GHG emissions reasonably attributable to the City's discretionary land use decisions and the City's internal government operations. <p><i>The General Plan includes a comprehensive set of policies that will support the GHG Emission Reduction Plan. See Table 7.10 for a cross-reference of these policies.</i></p>	<p>-Planning and Public Works</p>	<p align="center">-2011</p>	<p>See policy COS-I-38 above.</p>

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>COS-I-41: Amend the Zoning Ordinance to prohibit locating new “sensitive receptor” uses—hospitals, residential care facilities and child care facilities—within:</p> <ul style="list-style-type: none"> • 500 feet of a freeway, urban roads carrying 100,000 vehicles per day, or rural roads carrying 50,000 vehicles per day. • 1,000 feet of a distribution center (that accommodates more than 100 trucks a day, more than 40 trucks with operating transport refrigeration units (TRUs) a day, or where TRU operation exceeds 300 hours per week). • 300 feet of any dry cleaning operation that uses toxic chemicals. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult your local air district. • 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons or more per year). 	<p>Planning Dept. with consultant assistance</p>	<p>-2011</p>	<p>-Zoning Ordinance Update will include these provisions.</p>
<p>COS-I-42: Conforming to the SJVAPCD Fugitive Dust Rule, require developers to use best management practices (BMPs) to reduce particulate emission as a condition of approval for subdivision maps, site plans and all grading permits. BMPs include:</p> <ul style="list-style-type: none"> • During clearing, grading, earth-moving or excavation operations, fugitive dust emissions shall be controlled by regular watering, paving of construction roads, or other dust-preventive measures; • All materials excavated or graded shall be either sufficiently watered or covered by canvas or plastic sheeting to prevent excessive amounts of dust; • All materials transported off-site shall be either sufficiently watered or covered by canvas or plastic sheeting to prevent excessive amounts of dust; • All motorized vehicles shall have their tires watered before exiting a construction site; • The area disturbed by demolition, clearing, grading, earth-moving, or excavation shall be minimized at all times; and • All construction-related equipment shall be maintained in good working order to reduce exhaust. 	<p>-Public Works and Planning</p>	<p>-Ongoing</p>	<p>-Many of these issues addressed in the City’s Dust Control ordinance of the Lemoore Municipal Code. -Standard condition of approval includes meeting both the SJVAPCD and the City’s air quality and dust control rules.</p>
<p>COS-I-43: Enact a wood-burning ordinance compliant with District Rule 4901 that:</p> <ul style="list-style-type: none"> • Regulates the installation of EPA-certified wood heaters or approved wood-burning appliances in new developments or replacements; • Lists permitted and prohibited fuels; and • Describes a “No Burn” policy on days when the air quality is poor. 	<p>-Building and Fire Depts. and Air District</p>	<p>-Ongoing</p>	<p>-Building code addresses most, and City require that developers met Air District Rules directly with the Air District. -No burn reports given by air district</p>

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>COS-I-44: Seek grant funding for a “change-out” program to help homeowners replace old wood-burning fireplaces with EPA-certified wood-burning appliances.</p> <p><i>Smoke released from fireplaces and wood stoves contains carbon monoxide, nitrogen dioxide, volatile organic compounds, and inhalable particulate matter (PM-10). The changeout programs have been successful in areas of the State where emissions from wood-burning fireplaces cause significant air pollution. Many grant programs offer cash rebates to encourage replacement of old wood-burning appliances with more efficient ones.</i></p>	-Building Dept. and Air District	-Ongoing	-Not on radar -Direct questions to Air District staff
<p>COS-I-45: Utilize more plants and trees in public area landscaping, focusing on those that are documented as more efficient pollutant absorbers.</p>	-Parks, Streets, and Planning Dept.	-2012	-Not on radar yet, will probably be considered with Green House Gas inventory program.
<p>COS-I-46: Establish a Clean Air Awards Program to acknowledge outstanding effort and to educate the public about the linkages between land use, transportation and air quality.</p>	-Public Works	-As available	-Participated in distributed Air District Bike to Work Week awards to conserve air.
<p>COS-I-47: Coordinate air quality planning efforts and CEQA review of discretionary projects with potential for causing adverse air quality impacts with other local, regional and State agencies.</p> <p><i>The City will work with the San Joaquin Valley Air Pollution Control District on parallel initiatives for air quality, so programs are complementary and uniform wherever possible.</i></p>	-Planning Dept.	-Ongoing	-When site plans are submitting, review notices are sent to the local air district for their comments to be incorporated with the conditions of approval
<p>COS-I-48: Educate employees and department managers about sustainability with a focus on specific operational changes that can be made to reduce greenhouse gas emissions, such as fuel efficient driving and reducing energy use at work.</p>	City Manager	<p>-Ongoing</p> <p>-2008 & 2009</p> <p>-Future</p>	<p>-Citywide policy set air condition standards to no cooler than 78 degrees while heating standards are no warmer than 68 degrees to reduce energy consumption.</p> <p>-Did a Chevron energy project which installed cool roof and skylights at CMC, installed solar structure at PD and panels at CMC, changed out all A/C units, installed energy efficient lighting, utilized new solar bees at sewer treatment plant, and installed energy efficient windows at City Hall.</p> <p>-Education may be done through regular training or City Manager memos.</p>

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
COS-I-49: Require tenants of all new development within one mile of industrial land uses to record odor easements attesting to the presence of nearby industry and acknowledging the right of said industry to emit odors that are not a threat to human health.	-Planning Dept.	-Ongoing	-When residential projects are approved, this is a standard condition of approval.
SAFETY AND NOISE ELEMENT			
SN-G-1: Minimize risks of property damage and personal injury posed by seismic hazards, soil hazards, and erosion.			
SN-I-1: Review proposed development sites at the earliest stage of the planning process to locate any potential geologic or seismic hazard. <i>Following receipt of a development proposal, engineering staff will review the plans to determine whether a geotechnical review is required. If the review is required, then the applicant will be referred to geotechnical experts for further examination.</i>	-Planning and City Engineer	-Ongoing	-City Engineer requests geotechnical reports be submitted for projects they feel are needed which becomes a condition of approval during the initial review phase.
SN-I-2: Maintain and enforce appropriate building standards and codes to avoid or reduce risks associated with geologic constraints and to ensure that all new construction is designed to meet current safety regulations.	-Building Dept.	-Ongoing	-Plans are reviewed and approved to be in compliance with Building Codes.
SN-I-3: Facilitate stricter safety provisions for important or critical-use structures (such as hospitals, schools, fire, police, and public assembly facilities; substations and utilities) through input during site selection and a comprehensive geotechnical investigation.	-City Manager	-Future	-Will need to consider as projects move forward.
SN-I-4: Require mitigation for structural alterations on load-bearing and un-reinforced masonry buildings to ensure structural safety. <i>Measures include requiring a professional structural engineer to verify the structural integrity of the building and potential impacts to surrounding buildings through the submission of an Engineering Analysis Report (EAR), requiring shoring, bracing, anchoring, foundation support, or construction of a metal perimeter safety fence on site, and/or other measures deemed necessary by the structural engineer.</i>	-Building Dept.	-Ongoing	-Require upgrades to existing or historical building code requirements when development proposals come in.
SN-I-5: Require utilities be designed to withstand probable seismic forces to be encountered in Lemoore. <i>This policy applies to underground utilities, overhead utilities including utility poles and utility equipment at sub-stations.</i>	-Public Works, City Engineer and PG&E	-Ongoing	-Projects designs to meet current Building and Seismic and Wind Load codes.
SN-I-6: Control erosion of graded areas with vegetation or other acceptable methods. <i>Plant materials should not be limited to hydro seeding and mulching with annual grasses. Trees add structure to the soil and take up moisture while adding color and diversity.</i>	-Parks, Building and Planning Depts.	-Ongoing	-Evaluate when landscape plans submitted for projects and cross referenced with grading plans to avoid steep slopes.

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>SN-I-7: Establish location standards and inspection requirements for above-ground storage tanks to minimize potential risks to life and property. <i>Above ground storage tanks (AST) include storage of water, agriculture products, petroleum, or other materials. These tanks must be located at an appropriate distance from residential areas, and inspected annually, to ensure compliance with appropriate State and federal codes.</i></p>	<p>-Building and Planning Depts. and Kings County Environmental Health with consultant assistance</p>	<p>-2011</p>	<p>-Should incorporate with Zoning Ordinance Update.</p>
<p>SN-G-2: Protect the community from risks to lives and property posed by flooding and stormwater runoff.</p>			
<p>SN-I-8: Require all new development within a flood zone to comply with the City's Flood Damage Prevention Ordinance.</p>	<p>-Planning and Building Depts.</p>	<p>-Ongoing</p>	<p>-During project review if a project is in a flood zone, condition placed on project to comply with the City's Flood Damage Prevention Ordinance located in Section 8-8-1 of the Lemoore Municipal code. -If a project not subject to Planning review, Building Department must verify if a structure is in a flood plain and subject to Flood Ordinance.</p>
<p>SN-I-9: Identify and remedy deficiencies in the existing storm drainage infrastructure in partnership with regional and federal agencies. <i>Minor flooding currently occurs on Cedar Lane east of 19th Avenue, East D Street east of Lemoore Avenue, and areas north of Hanford Armona Road. The City will continually plan for and upgrade storm drainage facilities to meet future drainage needs in cooperation with the Lemoore Canal and Irrigation Company, California Department of Transportation, and other regional and federal agencies.</i></p>	<p>-Public Works and City Engineer</p>	<p>-2012</p>	<p>-Stormwater Protection Plan anticipated update to start in 2012, which should address these issues.</p>
<p>SN-I-10: Require new development to prepare hydrologic studies and implement appropriate mitigation measures to minimize surface water run-off and reduce the risk of flooding. <i>Developers will be required to provide an assessment of a project's potential impacts on the local storm drainage system as part of the development review process. If development is found to have a negative impact on storm drainage, mitigation measures such as the creation of permanent or temporary detention or retention basins, provision of additional landscaped areas, installation of pump stations, and the use of permeable paving in driveways and parking areas, may be required.</i></p>	<p>-Public Works and City Engineer</p>	<p>-Ongoing</p>	<p>-SWEEPE and/or drainage plans required of developments when development in an area that has insufficient information or infrastructure to properly access and remedy.</p>
<p>SN-I-11: Require developers to provide for the ongoing maintenance of detention basins. <i>Maintenance may be by the City under contract or by a private entity. If wetlands are affected, maintenance of detention basins will include mitigation monitoring in compliance with regulatory requirements.</i></p>	<p>-Public Works and City Engineer</p>	<p>-Ongoing</p>	<p>-Usually maintained by City and properly up kept. -Privately maintained on-site ponding basins are monitored by Public Works and maintained by developers.</p>

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>SN-I-12: Ensure City staff and its Emergency Response Services receive early warning of a catastrophic failure of Pine Flat Dam, and are trained to respond to this emergency and receive formal training in an Emergency Operation Center.</p> <p><i>The early warning and training system will include coordination and communication with the U.S. Army Corps of Engineers.</i></p>	-Police, Fire, City Manager, and other depts..	-Ongoing -2008	-Continued training needed. -Disaster preparedness training conducted over the year (SIMS training Citywide) -Kings County Emergency Operations Plan updated in 2008 -Unsure of who is supposed to receive warning about Pine Flat Dam failure, but assume it would be Central 911 dispatch. Need to have Police and Fire follow up.
SN-G-3: Protect Lemoore's residents and businesses from potential wildfire hazards.			
SN-I-13: Ensure Fire Department personnel are trained in wildfire prevention, response and evacuation procedures.	-Volunteer Fire Dept.	-Ongoing	-Ongoing
SN-I-14: Continue the City's Weed Abatement Program administered by the Volunteer Fire Department to reduce fire hazards before the fire season.	-Fire Dept. Secretary	-Ongoing	-Abatement done bi-annually and as called in on complaints??
SN-I-15: Enforce the Uniform Fire Code through the approval of construction plans and final occupancy permits.	-Public Works & Building & Fire Dept.	-Ongoing	-Implemented regularly.
SN-I-16: Utilize existing or new public awareness programs through the Volunteer Fire Department to highlight the dangers of open burning and how home owners can protect their properties from wildfires.	-Volunteer Fire Dept.	-Ongoing	-Tours and fire education given as requested by the public.
SN-I-17: Update news media and City residents on current wildfire threat levels during drought periods.	-City Manager	-As needed	-As Needed
SN-G-4: Protect Lemoore's ecology and residents from harm resulting from the improper production, use, storage, disposal, or transportation of hazardous materials.			
<p>SN-I-18: Prohibit locating of businesses or expansion of businesses meeting federal Emergency Planning and Community Right-to-Know Act (EPCRA) reporting requirements within a quarter mile of schools, hospitals, and residential neighborhoods.</p> <p><i>This policy applies to all facilities that qualify for hazardous chemical storage reporting requirements under EPCRA Sections 311 and 312. Where the location or expansion of such facilities within a quarter mile of these uses cannot be feasibly avoided, effective planning, notification, and mitigation measures will be implemented.</i></p>	-Planning, Building, and Fire Depts.	-Need to develop process	-Planning needs to have access to chemical listing so that the quarter mile requirement can be evaluated when sites are being considered for development.

2009 LEMOORE GENERAL PLAN ANNUAL PROGRESS REPORT

IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>SN-I-19: Require remediation and cleanup of sites contaminated with hazardous substances.</p> <p><i>The level of remediation and cleanup will be determined by the City based on the intended use and health risk to the public. At the minimum, remediation will be in compliance with federal and State standards. Clean-up shall be required in conjunction with new development, reconstruction, property transfer of ownership, and/or continued operation after the discovery of contamination.</i></p>	-RDA, Planning, Public Works, Kings County Environmental Health, Regional Water Quality Control Board	-2008 & 2009 -Ongoing as appropriate	-In 2008 the City RDA purchased a contaminated site. In 2009 asbestos was abated from a structure on the site and the structure was also removed after abatement. Remediation of the entire site will continue over 5-7 yrs. -Sites suspected of contamination, have required Phase I & II studies and sometimes soil sampling as appropriate. -Water Board reaches out directly to contaminated site to remediate.
<p>SN-I-20: Coordinate enforcement of the Hazardous Material Disclosure Program with the Kings County Health Department to identify facilities producing, utilizing, or storing hazardous wastes.</p> <p><i>State and Federal legislation requires every business that handles hazardous materials report their inventories to the local fire department. The program's primary function is to identify, monitor, and assist businesses using or storing hazardous materials and allow the City to handle emergency incidents more effectively. The City will maintain and share this information with police, fire, and emergency services.</i></p>	-Volunteer Fire Dept.	-Ongoing	-Required to be reported as chemicals change
<p>SN-I-21: Promote the reduction, recycling and safe disposal of household and business hazardous wastes through public education and awareness.</p> <p><i>The City will: 1) Educate the public on the types of household and business hazardous wastes and their proper disposal methods, 2) Provide information on the Kings Waste and Recycling Authority collection programs, including drop-off points and collection dates, and 3) Encourage citizen reporting of unlawful dumping activity. The City currently handles e-waste and battery and oil recycling</i></p>	-Public Works -Parks & Recreation	-Ongoing -2009 completed	-Coordinate with KWRA to notify public of annual hazardous waste collection service available free to the public in the past. -Battery recycling and oil recycled collection facility offered at City sites along with ewaste. -Summer Daycamp program did incorporate a recycling education component to their program.
SN-G-5: Maintain and enhance the City's capacity for law enforcement, fire-fighting and emergency response.			
<p>SN-I-22: Assess the manpower, facility, and equipment needs of Police and Fire services at least every three years in order to provide all residents with an optimal level of protection.</p> <p><i>To meet existing and future demand, the City will continue to plan for adequate law enforcement and fire-fighting services and ensure their staffing ratios and response time meet national standards. The requirements for additional Police and Fire Stations shall be considered in Capital Improvement Program budgets and development impact fees</i></p>	-Police and Fire Depts.	-Ongoing	-Should be done annually with Crime report and City budget.

2009 LEMOORE GENERAL PLAN ANNUAL PROGRESS REPORT

IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
SN-I-23: Support public education programs involving crime prevention, fire protection and safety issues. <i>Currently, Lemoore's Police Department has a number of outreach and training programs in place. These include the Neighborhood Watch, Are you ok? Explorers, Volunteers in Policing, Secret Witness, D.A.R.E., and Citizens' Academy programs, as well as County-wide Narcotics and Gang task forces. The Volunteer Fire Department also has public education programs. The City will support these and future efforts by these departments involving crime prevention, fire protection and safety issues. Additionally, the City will encourage residents to prepare a 72 hour emergency kit as part of its public education initiative.</i>	-Police and Fire Depts.	-Ongoing	-See italicized list within this policy
SN-I-24: Develop an additional police station with improved access to parts of Lemoore west of SR-41 and parts south of SR-198, when necessary to maintain performance and response standards.	-Police and City Manager	-Ongoing	-Fee already being collected for future facility which will be implemented when needed.
SN-I-25: Maintain mutual aid agreements with Kings County, Naval Air Station Lemoore, neighboring law enforcement agencies and the California Highway Patrol.	-Police	-Ongoing	-Agreements in place.
SN-I-26: Collaborate, and exchange information with other local, state and federal agencies and with utility service providers in activities related to terrorism prevention and response.	-Police	-Ongoing	-Cooperate when needed.
SN-I-27: Maintain Fire Department performance and response standards at Class 3 ISO rating or better, including building and staffing a new fire station in West Lemoore if necessary.	-Volunteer Fire Depts.	-Ongoing	-Dept. access and increase active volunteers allowed as needed.
SN-I-28: Require adequate access for emergency vehicles in all new development, including adequate widths, turning radii, and vertical clearance on new streets. <i>The street cross-sections in the General Plan are consistent with this policy.</i>	-Planning and Building	-2011 and ongoing	-May need to be further defined during the Zoning Ordinance Update.
SN-I-29: Require sprinklers in buildings exceeding 5,000 square feet and all mixed use development to protect residential uses from non-residential uses, which typically pose a higher fire risk. <i>Appropriate fire protection measures are necessary in mixed use developments, since residential units are typically in close proximity to higher fire load occupancies, such as retail stores, restaurants, etc.</i>	-Planning and Building	-Ongoing	-Require of multi-family residential complexes and these types of buildings as a condition of approval.
SN-I-30: Maintain mutual aid agreements with Kings County, California Department of Forestry, Naval Air Station Lemoore, and nearby cities for fire and disaster services. <i>Additional policies in the Land Use Element will ensure that new development finances additional public safety facilities as necessary to mitigate its own impacts</i>	-Police	-Ongoing	-Agreements in place.
SN-G-6: Strive to achieve an acceptable noise environment for present and future residents of Lemoore.			
SN-G-7: Ensure new development is compatible with the noise environment.			
SN-G-8: Protect especially sensitive uses from excessive noise, including schools, hospitals, and senior care facilities.			
SN-G-9: Enforce stricter noise abatement measures for development within the high-noise contours from NAS Lemoore.			

2009 LEMOORE GENERAL PLAN ANNUAL PROGRESS REPORT

IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>SN-I-31 Enact a Noise Control Ordinance with specific noise measurement standards, required noise insulation standards for new residential development exposed to aircraft noise and other noise sources, and enforcement procedures.</p> <p><i>The new ordinance will be enacted in the Zoning section of the Municipal Code, and will complement the existing Noise Ordinance in the Public Safety section. It will be generally oriented toward limiting the generation of noise emissions, but may also include provisions for mandatory mitigation actions.</i></p>	-Planning, Building and City Manager's Depts. and City Attorney	-2011	-Requirements should be somewhat included in draft Noise Ordinance prepared in 2008 by City attorney and folded into Zoning Ordinance Update.
<p>SN-I-32 Use the community noise compatibility standards, shown in Table 8.6, as review criteria for new land uses.</p> <p><i>These standards show noise levels that are "normally acceptable", "conditionally acceptable", "normally unacceptable", and "clearly unacceptable" for different types of land use. Indoor noise level reductions (NLR) exceeding minimum standards for NLR in the Navy's AICUZ instructions will be required for any new residential development in areas where the CNEL will exceed 65 dBA; see Policy SB-I-35. SN-I-36, SN-I-37 and SN-I-38.</i></p>	-Planning	-Ongoing	-Will evaluate during CEQA analysis and apply mitigations when needed.
<p>SN-I-33 Consider an increase of five or more dBA to be "significant" if the resulting noise level would exceed that described as "normally acceptable" in Table 8.6.</p>	-Planning	-Ongoing	-Will evaluate during CEQA analysis and apply mitigations when needed.
<p>SN-I-34 Apply performance-based noise standards within zoning classifications likely to encompass sensitive land uses.</p> <p><i>Performance-based standards have the benefit of flexibility in that they do not attempt to regulate precisely what uses may locate in the particular zone, but rather what sort of noise environment those uses produce. Performance-based standards can work well with community noise compatibility criteria such as those listed in Table 8.6.</i></p> <p>Residential Development</p>	-Planning	-Ongoing	-Will evaluate during CEQA analysis and apply mitigations when needed.
<p>SN-I-35 Require that all new residential development achieve noise level reductions to meet the land use compatibility standards through acoustical design and construction of the building elements:</p> <ul style="list-style-type: none"> • Residential building designs must be based upon a minimum interior design noise level reduction of 40 dB in all habitable areas (i.e., garages, storage areas, etc. are excepted). The 40 dB criteria must provide a minimum constructed noise level reduction of 35 dB; and Residential building designs must also be based upon a minimum design noise level reduction of 45 dB in all bedrooms. The 45 dB criteria must provide a minimum constructed noise level reduction of 40 dB. 	-Planning with consultant assistance	-2011	-Need to incorporate in Zoning Ordinance update.

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>SN-I-36 Establish standards for the basic elements of noise reduction design for new dwellings exposed to DNL above 65 dB (anticipated for areas west of SR-41), including the following:</p> <ul style="list-style-type: none"> • All facades must be constructed with substantial weight and insulation; • Sound-rated windows providing noise reduction performance similar to that of the façade must be included for habitable rooms; • Sound-rated doors or storm doors providing noise reduction performance similar to that of the façade must be included for all exterior entries; • Acoustic baffling of vents is required for chimneys, fans and gable ends; • Installation of a mechanical ventilation system affording comfort under closed-window conditions is required; and • To meet the highest noise level reduction requirements it will likely be necessary to use double-stud construction, double doors, and heavy roofs with ceilings of two layers of gypsum board on resilient channels. <p><i>Alternative acoustical designs that achieve the prescribed noise level reduction in Policy SN-I-35 may be approved if a Board Certified Acoustical Engineer submits information demonstrating that the required reductions can be achieved and maintained.</i></p>	<p>-Planning with consultant assistance</p>	<p>-2011</p>	<p>-Need to incorporate in Zoning Ordinance update.</p>
<p>SN-I-37 Prohibit construction materials and methods that do not provide enough noise insulation to ensure compliance with compatibility standards, including:</p> <ul style="list-style-type: none"> • Pre-manufactured housing and mobile homes built with framing less than 2 x 4 inches; • Facades using aluminum, vinyl or other exterior siding weighing less than 5 psf; • Façade construction without insulation; • Flat roofs without an interstitial cavity space or with a space less than 10 inches (i.e., no monolithic T&G roof/ceiling systems); • Jalousie or other lightweight or poor-sealing window systems; and • Packaged terminal air-conditioning (PTAC) units (i.e., through-the-wall air-conditioning). 	<p>-Planning with consultant assistance</p>	<p>-2011</p>	<p>-Need to incorporate in Zoning Ordinance update.</p>

2009 LEMOORE GENERAL PLAN ANNUAL PROGRESS REPORT

IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>SN-I-38 Require that all residential building designs, for sites where the CNEL will exceed 65dBA, include supporting information for City review and approval demonstrating that an acoustical design providing the necessary noise level reduction has been prepared by a Board Certified Acoustical Engineer for each dwelling unit prior to construction. Elements of this acoustical review process shall include:</p> <ul style="list-style-type: none"> • A letter by a Board Certified Engineer approving the acoustical design of each dwelling unit (or group of units, if identical), submitted to the Lemoore Building Department with building permit applications. This letter must be received and approved prior to the issuance of a building permit; <p>Following construction, a letter by the Board Certified Engineer showing noise level reduction test results for a minimum of two habitable areas within each dwelling unit (or group of units, if identical), submitted to the Lemoore Building Department for review and approval prior to the issuance of an occupancy permit.</p> <p><i>The City will establish noise monitoring procedures and review criteria in the Zoning Ordinance. General review and approval of groups of buildings or prototype designs may be sufficient to meet these requirements. All acoustical engineering and measurement must be conducted under the direction of an Acoustical Engineer who is currently Board Certified by the Institute of Noise Control Engineering, USA.</i></p>	-Planning with consultant assistance	-2011	-Need to incorporate in Zoning Ordinance update.
<p>SN-I-39 Develop uniform guidelines for acoustical studies based on current professional standards in the Noise Control Ordinance.</p> <p><i>Uniform guidelines for the preparation of noise studies will help applicants understand City requirements for adequate acoustical evaluations.</i></p>	-Planning with consultant assistance	-2011	-Need to incorporate in Zoning Ordinance update.
<p>SN-I-40 Require developers to mitigate the noise impacts of new development on adjacent properties as a condition of permit approval through appropriate means, including, but not limited to:</p> <ul style="list-style-type: none"> • Screen and control noise sources, such as parking and loading facilities, outdoor activities, and mechanical equipment; • Increase setbacks for noise sources from adjacent dwellings; • Retain fences, walls, and landscaping that serve as noise buffers; • Use soundproofing materials and double-glazed windows; • Use open space, building orientation and design, landscaping and running water to mask sounds; • Control hours of operation, including deliveries and trash pickup, to minimize noise impacts; and • As a last resort, construct noise walls along highways and arterials when compatible with aesthetic concerns and neighborhood character. This would be a developer responsibility. 	-Planning with consultant assistance	-2011	-Need to incorporate in Zoning Ordinance update.

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IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<i>Proposed development may introduce new potential noise sources even where, from a zoning perspective, it is compatible with existing adjacent uses. An example is the handling of large trash bins for multi-family housing. Site design and/or screening techniques can help mitigate the resulting noise. Within urban residential neighborhoods where medium and high density residential development and mixed use development is planned, the City will balance the need for noise mitigation with urban design considerations. The construction of sound walls will be considered where reducing noise to acceptable levels by other means is not feasible.</i>			
SN-I-41 Promote the use of noise attenuation measures to improve the acoustic environment inside residences where existing single-family residential development is located on an arterial street. <i>These measures may include those listed under policy SN-I-36.</i>	-Planning with consultant assistance	-2011	-Need to incorporate in Zoning Ordinance update.
SN-I-42 Establish criteria for evaluating applications from residents for exceptions to residential noise level requirements for the operation of standby electrical equipment used to meet medical needs. <i>This assumes that equipment noise will be mitigated to reduce the noise level at the property line to the 60 decibel level requirement.</i>	-Planning with consultant assistance	-2011	-Need to incorporate in Zoning Ordinance update.
SN-I-43 Require new noise sources to use best available control technology (BACT) to minimize noise emissions.	-Planning with consultant assistance	-2011	-Need to incorporate in Zoning Ordinance update.
SN-I-44 Require noise from permanent mechanical equipment to be reduced by sound-proofing materials and sound-deadening installation.	-Planning and others	-Ongoing	-Usually a component of industrial projects which will include maximum noise thresholds.
SN-I-45 Minimize vehicular and stationary noise sources and noise emanating from temporary activities, such as those arising from construction work.	-Planning with consultant assistance	-2011	-Need to incorporate in Zoning Ordinance update.
Aircraft Noise Policies			
SN-I-46 Require a noise study and mitigation measures for all new projects that have aircraft noise exposure greater than “normally acceptable” levels. Mitigation measures may include noise insulation, noise disclosure, buyer beware programs, or avigation easements, as shown in Table 8.7 .	-Planning	-Ongoing	-Will require of developments that fall in these higher noise exposure areas.
SN-I-47 Coordinate with NAS Lemoore to incorporate their Air Installation Compatible Use Zone (AICUZ) study into future updates to the City Zoning Ordinance and General Plan to the extent consistent with the City’s compatibility standards and noise level reduction requirements. <i>The boundaries of the Air Installation Compatible Use Zone (AICUZ) are depicted on the Land Use Diagram.</i>	-Planning, Building and City Manager’s Depts. and City Attorney in coordination with LNAS	-2011	-Requirements should be somewhat included in draft Noise Ordinance prepared in 2008 by City attorney and folded into Zoning Ordinance Update.

2009 LEMOORE GENERAL PLAN ANNUAL PROGRESS REPORT

IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS																																
<p>SN-I-48 Minimize noise impacts of NAS Lemoore flight operations on noise-sensitive development. <i>NAS Lemoore is a valued element of the Lemoore community. The City will work with NAS Lemoore to identify existing sensitive receptors and develop strategies for implementing noise mitigation measures such as those suggested for new development in Table 8.7.</i></p>	<p>-Planning, City Manager, LNAS</p>	<p>-2009-2011</p>	<p>-Should start discussions with the creation of the Joint Land Use Study (JLUS) which kicked off in 2010.</p>																																
<p>NEW HOUSING ELEMENT Lemoore's Housing Plan contained in Countywide 2009-2014 Updated Document</p>																																			
<p>Policy 4.1 - Code Enforcement: Continue to work with the community on code violations. Refer property owners to City programs for rehabilitation assistance.</p>	<p>RDA Code Enforcement Staff, and Police, Planning, Department</p>	<p>-Ongoing</p>	<p>-Since 1999 the Police Department has carried out code enforcement activity through a community service officer in coordination with Planning and Fire Departments. -Full time code enforcement officer hired under the Redevelopment Agency February 2006 to fully dedicate time to this activity and coordinate with PD and Fire Departments regularly and Planning and Building when needed.</p> <table border="0" data-bbox="1323 695 1942 958"> <thead> <tr> <th></th> <th align="center"><u>2/1-12/31/2007</u></th> <th align="center"><u>2008</u></th> <th align="center"><u>2009</u></th> </tr> </thead> <tbody> <tr> <td>Prop. Maintenance</td> <td align="right">514</td> <td align="right">1,092</td> <td align="right">1,125</td> </tr> <tr> <td>Vehicle Violations</td> <td align="right">378</td> <td align="right">300</td> <td align="right">209</td> </tr> <tr> <td>Zoning Violations</td> <td align="right">26</td> <td align="right">38</td> <td align="right">7</td> </tr> <tr> <td>Business License</td> <td align="right">72</td> <td align="right">19</td> <td align="right">23</td> </tr> <tr> <td>Public Nuisance</td> <td align="right">164</td> <td align="right">1,149</td> <td align="right">957</td> </tr> <tr> <td>(Sign/Banner Violations & Shopping Carts)</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Substandard Housing</td> <td></td> <td align="right">5</td> <td align="right">15</td> </tr> </tbody> </table> <p>-Code enforcement referred applicants to City's housing or façade programs when applicable.</p>		<u>2/1-12/31/2007</u>	<u>2008</u>	<u>2009</u>	Prop. Maintenance	514	1,092	1,125	Vehicle Violations	378	300	209	Zoning Violations	26	38	7	Business License	72	19	23	Public Nuisance	164	1,149	957	(Sign/Banner Violations & Shopping Carts)				Substandard Housing		5	15
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<p>Policy 4.2 - Exterior Home Improvement (Paint-Up/Fix-Up) Program: Assist 10-15 households annually with grant amounts up to \$8,000.</p>	<p>RDA</p>	<p>Ongoing</p>	<p>-2003 calendar yr assisted 25 for \$111,207 -2004 calendar yr assisted 19 for \$86,314 -2005 assisted 18 at cost of \$122,329 -Raised max. grant from \$5,000 to \$8,000 FY 05/06 -2006 assisted 36 at cost of \$247,966 -2007 assisted 11 at costs of \$82,509 -2008 assisted 11 at costs of \$67,805 -2009 assisted 14 at a cost of \$99,274.</p>																																
<p>Policy 4.3 - Housing Rehabilitation Program: Initiate housing rehabilitation program and assist households during the grant cycle based on available funding.</p>	<p>RDA</p>	<p>-2003-2006 -2010 will be applying for HOME grant</p>	<p>Assisted eight (8) households during the grant cycle – six with rehabilitation loans of \$20,000 - \$70,000 and two reconstructions of \$110,000-\$116,000, utilizing a total of \$508,127 of funds.</p>																																

2009 LEMOORE GENERAL PLAN ANNUAL PROGRESS REPORT

IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
Policy 4.4 - Emergency Home Repair Program: Assist up to 10 households annually with grant amounts up to \$2,500.	RDA	Ongoing	-2009 calendar yr assisted 1 at a cost of \$488.
Policy 4.5 Do-It-Yourself and Senior House Painting Programs: Assist up to 20-30 households annually to paint their homes.	RDA	Ongoing	-2009 calendar yr assisted 8 at a cost of \$20,000 through the Senior Program
Policy 4.6 - Preservation of At-Risk Affordable Housing: Continue to monitor the status of publicly-assisted units. The city will contact the property owners to determine their intentions, contact qualified nonprofits regarding potential opt-out projects, ensure that property owners comply with noticing requirements, support the acquisition of at-risk properties by nonprofits, and pursue grants to support the preservation of affordable at-risk housing.	RDA	Ongoing	-The 2009-2014 Housing Element identified one project at risk of converting to market rents in the next ten years. The Redevelopment Agency will continue to monitor this situation.
Policy 4.7 - Zoning for Adequate Sites: Provide adequate sites to meet the housing needs allocation of 3,021 units.	Planning Department	-2008 -2009/10 -Meet housing needs by 2014	-Adequate sites included in current General Plan. -2009-2014 Housing Element accessed General Plan designated lands which meet the new RHNA. -Zoning Ordinance Update will insure that zoning made consistent with General Plan while continuing to meet the current RHNA.
Policy 4.8 - Downtown Revitalization: Facilitate additional mixed-use projects in the downtown as opportunities arise.	RDA	Ongoing	-No new mixed used projects, that include housing, have been done since the Antlers Hotel projects in downtown in 2004. -2030 General Plan update changed downtown to several "Mixed-Use" designations to encourage policy. -City RDA may want to take on future renovation projects that renovate under-utilized areas or get involved in new construction project.
Policy 4.9 - Density Bonus Program: Update the City's density bonus ordinance and continue to offer a density bonus and other incentives for qualified projects.	Planning Department	-2005 -2009 -2011	-Eastgate Village project approved a 25% PUD density bonus from 118 units to 147 (allowing 15 additional units) in 2005. -Montgomery Crossings project approved an 8% Density Bonus from 53 allowed units to 57 units (17*3.13 acres= 53 allowed units) for affordable housing project which was completed in 2009. -The City's density bonus ordinance will be updated with the Zoning Ordinance overhaul.

2009 LEMOORE GENERAL PLAN ANNUAL PROGRESS REPORT

IMPLEMENTATION PROGRAM/POLICIES	RESPONSIBILITY	TIME FRAME	STATUS
<p>Policy 4.16 - Emergency Shelters and Transitional/Supportive Housing: Amend Zoning Code to permit emergency shelters by-right in the RSC zone subject to objective development standards and clarify that transitional and supportive housing are residential uses subject only to the same requirements as other residential uses of the same type in the same zone.</p>	<p>Planning Department</p>	<p>-2008 -2011</p>	<p>-2030 General Plan update included this policy -Zoning Ordinance Update will incorporate this.</p>
<p>Policy 4.17 Employee and Farmworker Housing: 1) Assist interested affordable housing developers by identifying sites and supporting funding applications for farmworker housing, and 2) Provide, to the extent feasible, regulatory incentives to encourage the construction of farmworker housing.</p>	<p>Planning Department and RDA</p>	<p>-2009 -Ongoing -2011</p>	<p>-2009-2014 Housing Element incorporated a vacant residential land inventory available on Figure B-1d in Appendix B of the document. -The RDA has purchased land for an affordable multi-family complex that will provide 39 units of farmworker housing. -Zoning Ordinance Update will incorporate this.</p>
<p>Policy 4.18 - Housing for Persons with Disabilities and Special Needs: Amend the Zoning Ordinance to remove potential constraints on community care facilities, housing for persons with disabilities and SROs, and amend the definition of "family" consistent with current law.</p>	<p>Planning / CDD</p>	<p>-2011 -Ongoing</p>	<p>-Zoning Ordinance Update will incorporate this. -The City continues to operate a transitional home for low to moderate income young adults, including aged-out foster youth.</p>
<p>Policy 4.19 - Promote Equal Housing Opportunities: Lemoore will coordinate with Kings County to select a local fair housing agency to provide landlord/tenant mediation, fair housing investigations, and testing. The City will develop a fair housing brochure in Spanish and English or acquire one from a local fair housing provider. To broadly disseminate fair housing information, the City will distribute the brochure at City Hall and on the City website.</p>	<p>RDA</p>	<p>Select a local provider by 2010</p>	<p>-A joint local provider has not been selected yet; however, any complaints are referred to the Fresno HUD office and Central California Legal Services. -A Fair Housing Brochure and a Tenant/Landlord Rights Brochure have been placed on the City website. These brochures are also available, by request, in print at City Hall.</p>

Report continues on portrait view pages that follow regarding the Regional Housing Needs Assessment evaluation.